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No. 26,052 HONG KONG, THURSDAY, DECEMBER, 13, 1928. PRICE \$3.00 Per Month.

## AN OPERATION ON THE KING SUCCESS REPORTED

London, 8 p.m., Yesterday.  
A British Wireless message states:  
A bulletin issued this afternoon states that a slight improvement in the King's condition, noticed this morning, is maintained.  
Some purulent fluid round the base of the right lung was removed by puncture this morning and a further drainage will be necessary.  
The bulletin is signed by the five doctors, Hewitt, Whitty, Buzzard, Rolleston and Lord Dawson of Penn.  
There was a more hopeful feeling at Buckingham Palace to-day.  
It is understood that anxiety continues, but that it is not so marked as during the week-end.  
The rally mentioned in bulletins is stated to show the wonderful strength with which His Majesty is still fighting his illness on the 22nd day of his exhausting course.  
An Operation

The evening bulletin says that an operation on the King for the drainage of the right side of the chest has been successfully performed this evening and that the condition of His Majesty is satisfactory.

Reuter states:  
The operation followed the finding of pleural fluid, some of which was removed by puncture in the morning. The fluid was what the doctors were seeking when they conducted the exploration by needle and X-ray examination on Friday. Then they were unable to find any effusion of the infection, which had become localised in the right lung.

It spread generally throughout the body and it was this which caused the grave anxiety of the past two days.  
The King's rally last night follows what is described as a "miraculous" return of localised infection instead of general infection.

This is regarded as a good sign, as it meant that the doctors could carry out active treatment.  
This they did this morning with the happy result that they were able to arrange for an operation to-night.

The operation couldn't be performed had the King been unable to maintain his strength despite the attack of the disease. The lower temperature, mentioned in the morning, was the first sign that the infection had again become localised.  
The operation was finished by 7.50.

Complete Surprise  
The afternoon bulletin was a complete surprise even to many in the Palace. The secret of a minor operation to remove the fluid had been well kept. Five doctors were with the King for an hour before the bulletin was issued. Dr. Whitty, the bacteriologist, called shortly before the others.  
The officials at the palace are reluctant to comment upon the bulletin but mention that maintenance of the improvement is undoubtedly a good sign.

The Anaesthetist  
Dr. Francis E. Shipway was the anaesthetist at the King's operation. He is the inventor of the Shipway anaesthetising apparatus.  
Great Tax on Strength  
The operation was a great tax on His Majesty's strength, already impaired by 22 days' illness, but the fact that the King was in a position to undergo the operation is regarded as remarkable, and is a wonderful tribute to the strength of his constitution.

Those in touch with the Royal circle are therefore hopeful of the ultimate result, though they realise that a long and difficult struggle is ahead.—Reuter.

Anxiety at the Palace  
There was a tense air of anxiety in the palace during the operation, for which preparations were made throughout the afternoon. The Prince of Wales, the Duke and

## AMBUSHED IN THE DESERT FRENCH DISASTER

Paris, Yesterday.  
General Clavery, commanding the Ainsefra District, along with Staff Captains Pasquet and Debenne, two non-commissioned officers and a party of foreign legionaries, while returning from a tour of inspection in Algeria were ambushed in the desert 40 miles south of the Colomb Bechar Railway terminus.  
After a fusillade, 16 horsemen dashed forward and attacked the general's car; the general, staff officers and one non-commissioned officer were killed immediately.  
It is believed that five legionaries were also killed. One is missing. Three of the wounded were brought in to Colomb Bechar.  
Clavery's promotion from his colonelcy had only been gazetted to-day.  
Assailants Tracked  
Later.  
Air force members tracked down Clavery's assailants and machine gunned them.—Reuter.

Duchess York, H.M. the Queen and Princess Mary were the first to hear the glad news of the operation.

To-night there is an air of subdued optimism in the Royal household.

The Prince of Wales, the Duke and Duchess of York left the palace after the operation but returned at 9 o'clock to dine with the Queen.  
"Satisfactory"

A bulletin issued at 8.45, signed by six doctors, stated that the operation had been successful, and the condition of His Majesty was satisfactory.

The surgeon was Sir Hugh Rigby. The Prince of Wales, and the Duke and Duchess of York were with the Queen while the operation was being carried out.  
It was officially stated at 11.30 that the King's condition so far continues satisfactory.

The Prince of Wales, who had a long talk with the doctors, left the palace at 11.15.  
The doctors, who were almost in constant consultation since the afternoon, departed at 11.30, except Sir S. Hewitt, who remained for the night.

Prince George  
It was officially announced to-day that Prince George, the King's youngest son, who is in the Navy, is coming home.

He left Bermuda, to-day in the cruiser "Durban" for New York, where he will embark in the Cunard liner "Berengaria," which sails for England on Friday.  
The "Berengaria" is due in Southampton on December 20, which is Prince George's birthday. He will be 26.

The Duke of Gloucester, third son of the King and Queen, who is on his way home from South Africa, is expected to reach London on Christmas Eve.—British Wireless Service.

Medical Report  
An official statement as to His Majesty's illness, dated at 3 p.m. yesterday, with reference to an authorised publication by the medical press says:

General blood infection and toxæmia were prominent features in the first fortnight and which at one time caused grave anxiety. Moreover, the characteristics of typical pleuro-pneumonia are not present. A week ago the evidences of general infection were less prominent. Nevertheless, as original pleurisy involved the diaphragm a careful watch was kept for the formation of fluid between the lung and the diaphragm and its extension to the posterior-pulmonary surface. There were signs that this development in the morning accompanied increased leucocytosis and the drainage now to be performed. Though this pleural localization of the infection is so anxiously anticipated it makes direction and advanced more defined and more hopeful, but there is still a prospect of a long and difficult struggle.—Reuter.

## DIGGING FOR DEAD BODIES TRAGIC FIRE

BIG OUTBREAK IN CHINESE PART OF CITY  
A TWO-HOURS' FIGHT  
A fire which resulted in at least one person being burned to death, occurred in the early hours of this morning in Upper Station-street, a narrow thoroughfare in the Chinese section of the city, which runs from Hollywood-road to Tai-ping-shan.  
How the fire started is not known at present, but it originated at No. 20, Upper Station-street, the ground floor of which is occupied by the Yuen Hing Joss paper shop.  
The outbreak was discovered at 2 a.m. and the alarm was sent through to the Central Fire Station from the fire alarm post in Sai-street, which is the next street running off Hollywood-road.  
Six Engines  
Six fire-engines turned out and the fire was promptly tackled with six deliveries from three pumps and from two hydrants in Hollywood-road and at the top of Upper Station-street. Every point of vantage was used by the fire-lighters, but owing to the narrowness of the street, it was for some time difficult effectively to reach the flames.  
Houses Nos. 18 and 22 on either side of No. 20 were soon involved, whilst the flames also left across the street and ignited house No. 7. Both Nos. 7 and 20 were burned out, whilst the neighbouring houses, Nos. 16, 22 and 26 suffered some damage. Both the first and second floor verandahs of No. 9 were partly burned. All the houses involved had three storeys, and the floors of Nos. 7 and 20 collapsed and all their occupants and contents were thrown into the ground floor, where only charred remains were to be seen this morning.

Dead Bodies  
After a couple of hours' strenuous fight with the flames, the outbreak was got under control and it was an hour later before it was extinguished.

Then the work of digging the debris for dead bodies (there were rumours of several people being missing) was undertaken by the firemen. Soon after 10 a.m. the charred remains of a Chinese woman were dug out and removed to the public mortuary.  
Another victim of the fire, a man named Lee Kap (52) of the first floor of house No. 20, was admitted to the Government Civil Hospital at 3.40 a.m., suffering from severe burns to his legs, hands and neck. He is in a serious condition.

BOLIVIA DISPUTE  
TELEGRAM SENT AS TO AMICABLE SETTLEMENT  
THE SOLEMN PLEDGE

London, Yesterday.  
The Council of the League of Nations, at Lugano yesterday, decided after two secret sessions to dispatch to the Governments of Bolivia and Paraguay—both countries being members of League—a telegram in reference to the frontier incident that has arisen between them.  
The telegram was sent in the name of M. Briand as Acting President of the Council, and gives the text of a resolution unanimously adopted by the Council as follows:  
"The Council expresses its full conviction that the incidents which have occurred between those two members of the League of Nations will not become serious. It does not doubt that the two states which, by signing the covenant, have solemnly pledged themselves to seek by pacific means a solution of the disputes arising between them, will have recourse to such methods as would be in conformity with their international obligations and would appear in the actual circumstances to be most likely to ensure together with the maintenance of peace a settlement of their disputes."

The members of the council present included representatives of Chile, Venezuela, and Cuba.—British Wireless Service.

Washington, Yesterday.  
Bolivia has decided to continue to participate in the Pan-American conference. This vote was due to Mr. Kellogg's efforts.—Reuter's American Service.

## BANDITS ROUTED OUT AT LAST! KU TAU MOUNTAINS

(From Our Own Correspondent.)  
Peking, Tuesday.  
Hundreds of casualties on both sides, unfortunate captives done to death, and many of the outlaws killed in combat was, in brief, the result of the Canton Government's grand assault on Ku Tau mountains, the pirate and bandit stronghold which has shrouded defiance at law and order for several decades.  
Plans for the campaign were announced recently in the "China Mail".  
About 2,000 men from the 12th division of the Nationalist Army, under Major-General Heung Hong-ping, supported by a dozen river gunboats, took part in the attack.  
Matched Barracks  
The surrounding country was guarded by detachments of local Defence Corps (formerly the Volunteer Militia), who blocked all avenues of escape.  
Step by step, the regular soldiers drove back the defending robbers. In the centre of the highlands, the troops found huge matchlocks concealed from view. These sheds were used by the bandits as barracks.  
Two or three hundred people held in captivity after having been kidnapped for ransom were liberated by the victorious troops. Unfortunately, a large number had been killed off by the bandits before the first wave of light infantry reached the heights.  
Gunboats Open Fire  
Some of the robbers' prisoners had been released before the campaign. Their relatives had become anxious and had increased their offers; on the other hand, the outlaws had accepted anything in reason, for fear they might get nothing at all. News has been received, however, that some of those set free before the storming of their prison have died of poisoning, believed to have been administered by the bandits to spite the attackers.  
The division lost a number of men. The bandits had a large number killed; and small batches are still at bay, facing the possibility of being starved out.  
River Now Safe  
Ejected from their hiding places, the bandits took to flight. Simultaneously, the gunboats opened fire. Pirate gangs have also been dislodged and traffic on this part of the West River immediately began to display signs of confidence. More than ten tow-boats were added to the Kiangmoon-Canton-Suncheong run within the last few days.  
A battalion is encamped near "Parrot's Peak" junction to protect passing craft because waters here are shallow and narrow and a pirate lair is not far off.  
Present intentions are that the Ku Tau mountains are to be explored and then farmed out for plantation.

FINE, CLOUDY  
N.E. winds, fresh, fine to cloudy, is forecast until noon to-morrow.  
The anticyclone remains central over S.E. Mongolia.  
Fresh monsoon may be expected along the S.E. coast of China and over the China Sea.

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## TEN MEN AND TWO WOMEN FORGERY CHARGE

WHERE "DUD" H.K. BANK NOTES WERE FOUND  
CASE OPENS  
Hearing was begun by Mr. R. E. Lindsell, at the Central Magistracy this morning, of the case in which ten Chinese men and two women are charged in connection with the recent discovery in Hong Kong of a quantity of forged \$50 banknotes of the Hong Kong and Shanghai Banking Corporation (1923 issue).  
Mr. F. H. Losely appeared for the first five accused, including one of the women. Mr. Lee d'Almada, senior, was for one of the other men (No. 8 accused); whilst another man (No. 12) was represented by Mr. E. J. L. Grist. The remaining accused were not legally represented.  
Crown's Case  
The case for the Crown was conducted by Mr. H. Somerset Fitzroy, Assistant Attorney-General.  
He explained that the 12 accused were all under the general charge of conspiracy to utter, uttering, and attempting to utter certain forged notes of the Hong Kong and Shanghai Bank, and possession of materials such as inks and other things which could be used in the production of notes of one of the Chinese Banks, and possession of a printing press which could be used for the purpose of printing forged notes.  
In addition to the general charge, the first male accused was also charged with the unlawful possession of a pistol, 13 plates bearing figures of notes of the Central Bank of China, materials from which forged notes could be printed, paper which could be used for the production of forged notes, paper, lines, marks and devices such as are used in the making of Central Bank of China notes, and also possession of a printing press.  
"Prime Mover"  
No. 2, who according to No. 1, is his wife, is charged with possession of certain plates found in the cubicle which she occupied with No. 1 at No. 19, Queen's-road East.  
Nos. 3, 4 and 5 are charged with aiding and abetting a man named Chan Wing who was apparently the prime mover in the plot to distribute these exceedingly good forgeries and who, unfortunately, had not been arrested.  
Mr. Fitzroy commented that the only law he could find with the forged notes was a slight difference in the length of the enclosure of the name of the bank, whilst the colour across the centre of the note appeared to be darker.  
Proceeding, Mr. Fitzroy said that Nos. 3, 4 and 5 are also charged with the possession of the printing press found in the cubicle they occupied at the same house. This press, however, No. 1 had claimed as his own and said that he had placed it in the middle cubicle.  
Claimed to be Wife  
No. 6 (the other female accused) is charged with possession of 40 forged notes. She claimed to be the wife of the man Chan Wing, the prime mover.  
This woman and No. 7 were the two people who pointed out to the police where the notes were, under a pile of wood at Jardine's bazaar. The notes were wrapped up in ordinary Chinese newspaper and just shoved under the boards.  
Mr. Fitzroy commented that the gang had chosen a safe place to hide the notes in, as no one would have thought to look for them there.  
No. 7 is charged with being in possession of the 40 forged notes, jointly with No. 6, and with aiding and abetting in the procuring of the uttering of the notes.  
"Not Very Strong"  
No. 8 is charged with the possession of one of the forged \$50 notes which was found in his person together with \$19 in genuine notes.  
There was originally another No. 9 accused charged with joint possession with No. 8 of the one forged \$50 note, but he had been discharged by his Worship.  
The present No. 9, whom Counsel would refer to as No. 10 for convenience, is charged with uttering one of the \$50 forged notes.  
The case against Nos. 11 and 12 was not very strong. They are charged with conspiracy and aiding and abetting because they had often been visiting Chan Wing at No. 114, Des Voeux-road Central, and ap-

peared to be connected with the gang.

No. 18 admitted that he tried to get rid of one of the forged notes at the request of a man named Chan Yiu-sing, but he did not do so.

Before Arrest  
Mr. Fitzroy then proceeded to deal with the circumstances leading up to the arrest of the gang.

He said that the police became aware that certain forged notes were in existence in the Colony and that

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## GERMANY'S TRADE WITH CHINA OFFICIAL REPORT

STATED TO EXCEED PRE-WAR FIGURES  
RESTRICTIONS ELIMINATED  
Berlin, Yesterday.  
The Foreign Affairs Committee of the Reichstag has sanctioned the German-South African trade and shipping agreements, also the agreement between Germany and the Panama and the German-Chinese trade agreement.  
The Government spokesman pointed out that all restrictions as to Germany's position compared with other countries in trade with China had been eliminated.  
He said that Germany's post-war trade with China had exceeded, since 1925, all pre-war trade figures. The value of the goods exchanged with China in 1927 had surpassed that of 1913 by 48 per cent, and the first six months of 1928 had already reached the total figures of 1913.  
The trade to Germany in both years exceeded the trade to China by a hundred per cent.—Reuter.

"SAY 'THANK YOU'"  
GIVE A RICSHA COOLIE TEN DOLLARS  
AND WALK OFF WITH MONEY!

If an argument put forward for the other side were correct, Mr. C. A. S. Russ claimed in the Summary Court this morning, it will be possible—following the argument to its conclusion—for a man to draw \$700 out of a Money Loan Association, accost the first richsha coolie he sees, give him \$10 and then put him up as the substitute (of the "drawer") for repayment, say "thank you" and walk off with the money.

Mr. F. X. d'Almada, who defended in a part-heard money loan association case, submitted that there was no contract; also that the liability of repayment had been transferred to a well-known tea-house which had since gone bankrupt, and in which the head of the Association was a partner.

Unusual Course  
The unusual course of putting in as documentary evidence books which had been in the custody of the Official Receiver for some time was followed.

This was after the Puisne Judge (Mr. Justice Jacks) had decided to reserve Mr. d'Almada's points and expressed a wish to hear the evidence for the defence before giving a decision.

The writ bears an imposing appearance. Amendments were underlined in red ink and all but one line in the statement of claim—covering the whole of a foolscap sheet—was so underlined. Names of parties had been added, but only for nominal purpose, namely, those of seven co-members as co-plaintiffs and one co-member as co-defendant.

The head of the Association is Mr. Fan Ngai-nam, trader of No. 143, Connaught-road West. He is the principal plaintiff.

Responsibilities  
Principal defendants are the Asia Cafe (formerly the Seck Yuen Cafe) and Mr. Kwan Yun-fong, managing partner, of Nos. 251 and 253, Des Voeux-road Central.

The amount claimed is \$800 plus costs.

Proceedings this morning included argument by both sides, evidence by some of the co-plaintiffs, questions by his Lordship as to the customs of money loan associations, the responsibilities of heads and the relationship between individual members, and evidence by Mr. Leung Hi-po, manager of the Asia Cafe.

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## TWO ARRESTS ON A MURDER CHARGE AFTER 10 MONTHS

ECHO OF OUTRAGE ON STUDENT IN KENNEDY-ROAD  
THE CRIME RECALLED  
The echo of the foul murder in Kennedy-road on the night of February 22 last of a young Chinese student named Fung Man-chiu, was heard in Mr. R. E. Lindsell's Court at the Central Magistracy this morning when two Chinese, both described as blacksmiths, were charged with the murder of the youth.  
The accused were Leung Fong (19), and Kam Lau-kwai (20), both natives of Heungshan, whose address in Hong Kong is given as No. 29, Wing Fung-street, second floor.  
Detective Inspector Lane, who had charge of the case, applied for a week's formal remand.  
The Magistrate inquired how the arrest of the two men occurred after all these months.  
Inspector Explains  
Inspector Lane replied that it was partly brought about by information received by the police, and partly by the recovery of an article of jewellery in a pawnshop. This is believed to have formed part of the property stolen on the night of the murder and robbery.  
Replying to another question, Inspector Lane said that the lady in the case was now in Singapore, but the police had sent a telegram for her to come down for the purpose of the case.  
The Magistrate asked if it was possible for the lady to identify the murdered youth's assailants, and Inspector Lane replied that there was a vague description, given by her at the time which might prove useful.  
The accused were remanded in police custody for a week.

A Student  
Fung Man-chiu (20) was a student of St. George's School, Hollywood-road.

He was walking with a young lady friend when they were accosted by two armed robbers who, not satisfied with robbing the couple of their valuables, killed the youth without giving him a chance to put up a fight for life.

One of the rumours which was prevalent was that the murder was committed for a motive other than robbery and the valuables were taken from the victim and his companion to put investigators off the scent.

The Crime  
The story as told soon after the murder to the Police by the only eyewitness, Miss But Pui-fong (19), a spinster of No. 350, Praya East, was as follows:

About 8 o'clock on the night of Feb. 22 she was in Kennedy-road in the company of deceased, Fung Man-chiu. They were returning to Wanchai after a stroll. When they got to the top of Monmouth-path, which leads down to Queen's-road East, they stopped to rest. They had been talking together for a couple of minutes when they suddenly became aware of the fact that two men were behind them.

As the couple turned round, the two strangers pounced on them. One of the men caught hold of the girl and took from her a gold bangle and a neck-chain worth \$51. Deceased was not given a chance to put up a fight. He was seized by the other ruffian who immediately stabbed him in the left side of the back with what the girl saw was a sharp instrument. She was sure that it was not a dagger.

A Lonely Spot  
The blow entered deceased's heart and he immediately collapsed. His murderer then bent over his body and took a gold ring worth \$10 from one of his hands, and then both the murderer and his companion ran away down Monmouth-path.

She ran about aimlessly at a loss as to what to do. The spot where the murder had occurred is a very lonely one and people seldom pass it at night. Eventually, however, she found her way to a house in the vicinity where she told what had happened.

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Matches, Stock Fish, China Ware,  
Cigars, Tea, Medicine, Sangti, Com-  
per Ware, and Empty Bottles, etc.,  
etc.

Terms:—Cash on Delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON  
FRIDAY, the 14th December, 1928,  
commencing at 11.30 a.m.,  
at their Sales Room,  
Duddell Street.

686 Bottles—Chinese—Northern  
Spirit  
51 Jars Chinese Northern Spirit  
2 Regulators  
2 Bags Broken Rice  
9 Cases Cheese  
and

A Quantity of Motor Car Spare  
Parts, Personal Effects and  
Miscellaneous Goods.

Terms:—Cash on Delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hong Kong, 12th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON  
SATURDAY, 15th December, 1928,  
commencing at 11 a.m.,  
at No. 3A, Armand Building,  
Kimberley Road, Kowloon.

A Quantity of  
**VALUABLE HOUSEHOLD  
FURNITURE**  
(some by Wm. Powell, Ltd.).  
Catalogues will be issued.

On View from Friday, the 14th  
December, 1928.

All lots must be cleared from the  
house on the day of sale.

Terms:—Cash on Delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON  
SATURDAY, 15th December, 1928,  
at 12 o'clock Noon,  
at the godown of  
The Standard Oil Co.,  
Lai Chi Kok.

94 Cases Tinplates "Coke"  
each case contains 124 Sheets,  
18 1/4" x 14 1/4"

(more or less damaged by water).  
Terms:—Cash on Delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hong Kong, 13th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON  
MONDAY, 17th December, 1928,  
commencing at 10.30 a.m.,  
at No. 36A, Queen's Road, Central  
(opposite Queen's Theatre).

A Fine Assortment of  
**SILK GOODS**

Comprising:—  
Printed Silk, Stripe Fuji Silk,  
Pongee Silk, Flower Silk, Mandarin  
Coats and Skirts, Embroidered  
Shawls, Printed Shawls and  
Scarves, Lady's Pyjamas, Gentle-  
men's Gowns, Cotton Pyjamas Suit,  
Silk Socks and Stockings, Sundry  
Fancy Goods, etc., etc.

also  
on the same day, at 3.00 p.m.  
**SHOP FURNITURE.**

Comprising:—  
Glass Show Cases, Glass Count-  
ers, Mirrors, Shop Fittings, etc.,  
etc.

On View from Saturday, the 15th  
December, 1928.  
LAMMERT BROS.,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

**MISCELLANEOUS.**

YOUR VISITING CARDS neatly  
and promptly printed.—"China  
Mail" Office, No. 3A, Wyndham St.,  
Telephone Central 22.

**NOTICES.**

**THE SPORTS CLUB.**

THE above Club will be opened  
on SATURDAY, the 15th inst.  
at Noon and His Excellency the  
Officer Administering the Govern-  
ment the Hon. Mr. W. T. Southern,  
C.M.G., has kindly consented to  
officiate at the opening ceremony:  
H. C. LEE,  
Hon. Secretary.  
Hong Kong, 13th Dec., 1928.

**THE CHINA LIGHT AND POWER  
COMPANY (1918), LIMITED.**

THE TENTH ORDINARY  
YEARLY MEETING OF  
SHAREHOLDERS will be held at  
the Head Office of the Company,  
St. George's Building, Chater Road,  
Victoria, Hong Kong, on MONDAY,  
the 24th day of DECEMBER, 1928,  
at 11.30 o'clock in the forenoon,  
for the purpose of receiving a State-  
ment of Accounts and the Report  
of the Directors for the year ended  
30th September, 1928, and elect-  
ing Directors and Auditors.  
The TRANSFER BOOKS of the  
Company will be CLOSED from  
MONDAY, 17th DECEMBER, 1928,  
until MONDAY, 24th DECEMBER,  
1928, both days inclusive.

SHEWAN TOMES & CO.,  
General Managers.  
Hong Kong, 8th Dec., 1928.

**EXHIBITION.**

EXHIBITION OF PEARLS: Mr.  
Kodaka arrives on the 14th to open  
his exhibition of pearls at Messrs.  
Komor & Komor. See advertise-  
ment on the 15th.

**PUBLIC BAND CONCERT.**

A Public Band Concert will be  
given in the  
**BOTANIC GARDENS**  
on SUNDAY, December 16th,  
from 4 to 5.30 p.m.  
By the Band of the  
**KING'S OWN SCOTTISH  
BORDERERS**  
(By kind permission of Lt.-Col.  
L. J. Comyn, C.M.G., D.S.O.  
and Officers.)

Admission to Gardens free;  
50 cents to Enclosure.  
Special Chairs, 50 Cents extra.

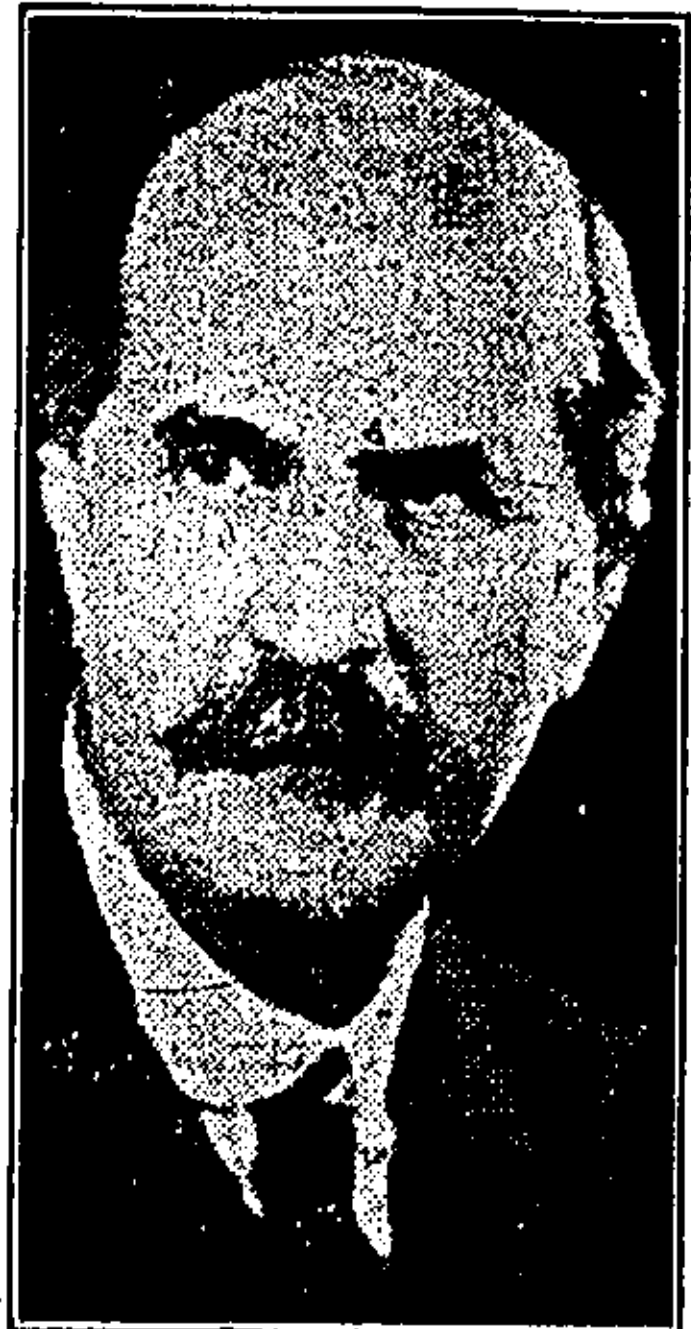
**TWO YEARS' "HARD"**

FIVE REVOLVERS AND 1,000  
ROUNDS OF AMMUNITION  
IN FALSE BOTTOM

Sentence of two years' hard  
labour was yesterday afternoon  
passed on Cheung Man, a steerage  
passenger on the s.s. "President  
Cleveland" from America, for the  
unlawful possession, without a per-  
mit, of five revolvers and 1,000  
rounds of ammunition, concealed in  
the false bottom of a packing case.

The case was heard by two Ma-  
gistrates (Mr. R. E. Lindsell and  
Major C. Willson, O.B.E.).  
Mr. E. C. S. Brooks represented  
the accused and advanced the de-  
fence that the packing case did not  
belong to Cheung, and was removed  
from the ship by mistake by a sam-  
pan man to whom accused's lug-  
gage was entrusted.

**British Scientist**



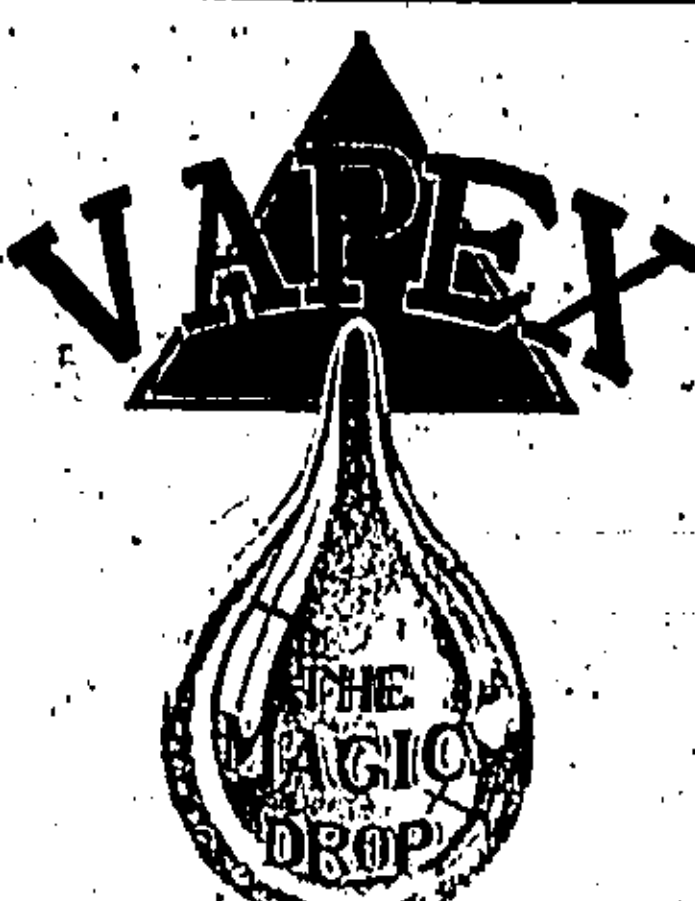
Professor Sir William Bragg, the  
renowned scientist and the new Pre-  
sident of the British Association for  
the Advancement of Science, who de-  
clared "man has a soul." "Science  
is not setting forth to destroy the  
soul," he said, "but to keep body and  
soul together." Sir William is a  
Nobel Prize winner.

**TRAM STRIKE OVER**

Shanghai, Yesterday.  
The tram employees who went on  
strike in the French Concession on  
Dec. 3 resumed work uncondition-  
ally this evening.—Reuter.

**THE TAXI**

WITH THE  
**"YELLOW BAND."**  
for guarantee service  
Day and Night  
Ring-up C. 6180.



**CURES  
COLDS  
BRUISES.  
HEADACHES  
Prevents  
CHILLS  
AND  
INFLUENZA**  
Price:  
**\$1.00 Per Bottle.**  
To be obtained from  
all Drug Stores.

Sole Agents:  
**WAI ON TSEUNG, LTD.**  
China Building  
Tel. C. 3313.

**SPORTING  
GUNS AND  
ACCESSORIES.**

GUNS:—Greener, Webley & Scotts,  
S.A., J. W. Needham & Ralek  
Freres—Air Rifles—Revolvers,  
S. & W.—Rifle Accessories Ap-  
erture Sights—Sporting requisites  
Cartridges to suit all bore.  
**THE HONG KONG SPORTING  
ARMS AND AMMUNITION  
STORE**  
5-6, Beaconsfield Arcade.

**THE BAKILLY CO., LTD.**

153—155, Des Voeux Road Central.

**WINTER SALE**

**Great Reductions  
from 10% to 50%**

**THE IDEAL CHRISTMAS GIFT.**



The time of good cheer  
is close at hand—and no  
gift could be more ap-  
preciated than a Bruns-  
wick Panatrope which  
combines quality of tone  
with exquisite cabinet  
work—and at a price  
amazingly low.

HEAR IT AND BE CONVINCED

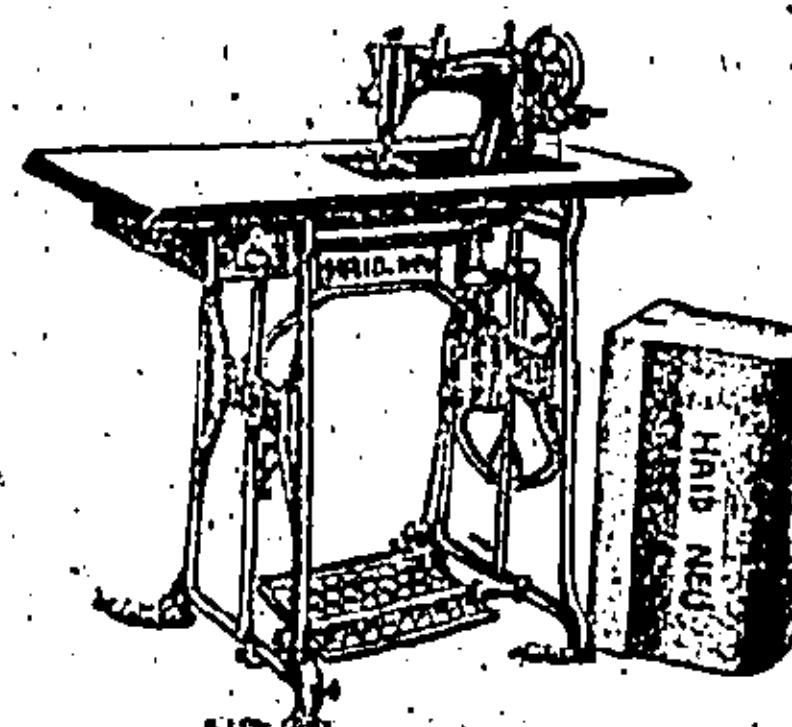
**Brunswick**  
House.

BRUNSWICK  
PANATROPE  
(Mechanical)

17, Ice House Street,  
Tel. C. 4035.

"SAY IT WITH A BRUNSWICK"

**THE IDEAL SEWING MACHINE FOR THE  
HOME**



**Haid & Neu**

ALL NICKEL-PLATED  
Easy, noiseless running.  
Sewing forwards & backwards.  
Easy and extensive regula-  
tion of the tensions.  
All Spare parts in Stock.  
For further particulars  
apply to

**BITZER & CO.**

Queen's Building,  
Ice House Street, 2nd floor.  
Tel. C. 4655.  
Sole Importers for Hong Kong  
& South China.

**SAND-LIME BRICKS.**

Best machine made bricks.  
Highest tests and uniform qualities.  
For Economy, Quality, Beauty, Durability and  
Satisfaction unsurpassed.

**YEE YICK SAND-LIME BRICK CO.,**  
CHING IU NAM

Manager.  
Factory:—Canton, Hong Kong Office,  
148, Queen's Road, West, 1st Floor.  
Telephone No. C. 8882.

**COUNT THE "MAILS"**

THEN LOOK AT THE READER  
AND YOU WILL SEE THAT HE IS A MAN  
WHO CAN AFFORD TO BUY  
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION  
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE  
In a Newspaper That Reaches the People Who Can Afford  
to Buy Than to Advertise in a Paper That Reaches People  
Who Cannot Afford to Buy.

LOOK AT THE READER  
Before You Decide Which Paper Shall Carry  
Your Advertisement.

**THE "MAIL" CLAIMS**

THAT IT REACHES THE BUYER.

THEREFORE

ADVERTISE IN THE "MAIL."

THE FOLLOWING IS AN EXTRACT FROM A RECENT  
ISSUE OF "THE MUSIC TRADES REVIEW":—

THERE IS AN INCREASED TENDENCY AMONG  
ADVERTISERS TO HAVE MORE REGARD FOR  
QUALITY OF CIRCULATION THAN FOR MERE  
QUANTITY.

OUR ADVERTISING EXPERIENCE IS AT  
YOUR SERVICE.

**CHINA MAIL OFFICES**

3A, WYNDHAM STREET.



**Revitalize your energy—**

You can not only counteract the weaken-  
ing influence of excessive heat on body  
and nerves, but you renew and build up  
strength and energy by taking Sanatogen.

Sanatogen provides those important ele-  
ments—phosphorus and albumin—  
which are so necessary for lasting health.

Start taking Sanatogen to-day!

**SANATOGEN**

The True Tonic-Food

**TANG YUK, DENTIST**

Successor to  
the late SIEN TING,  
14, D'Aguiar Street.

TERMS VERY MODERATE  
Consultation Free.

**RESPECTABLE MASSEUR.**

MR. T. SHIMIDZU,  
MRS. S. HONDA.

Recommended for many years by  
Government Civil Hospital, Park  
Hospital, etc., and by all the local  
doctors.  
No. 24, Wyndham St. Tel. C. 4648.



THE BANK LINE, LTD



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
TKASHIMIR	8,985	15th Dec.	Marseilles & London.
NALDERA	10,088	22nd Dec.	Bombay, Marseilles & London.
MANTUA	10,945	5th Jan.	Bombay, Marseilles & London.
KALYAN	9,144	19th Jan.	Marseilles, London & Hull.
MOREA	10,953	2nd Feb.	Bombay, Marseilles & London.

†Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Rhegiail Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	13th Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	21st Dec.	Singapore, Penang & Calcutta.
TALMA	10,000	5th Jan.	Singapore, Penang & Calcutta.
SANTHIA	7,754	26th Jan.	Singapore, Penang & Calcutta.
TILAWA	10,006	5th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,930	13th Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	25th Dec.	Manila, Sandakan, Thursday Island.
ARAFURA	6,000	1st Feb.	Townsville, Brisbane, Sydney &
TANDA	6,950	1st Mar.	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hlobo,  
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as  
indicated on the schedule.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

TALMA	10,000	14th Dec.	Amoy, S'hai, Moji, Kobe & Osaka.
*TRESILLIAN	—	17th Dec.	S'hai, Moji, Kobe & Yokohama.
*GAZANA	5,284	21st Dec.	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	21st Dec.	S'hai, Moji, Kobe & Yokohama.
*ALPORE	5,273	1st Jan.	Amoy, Moji, Kobe & Osaka.
SANTHIA	7,754	2nd Jan.	S'hai, Moji, Kobe & Yokohama.
MOREA	10,953	4th Jan.	Amoy, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Jan.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,006	13th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHGAR	9,005	18th Jan.	S'hai, Moji, Kobe & Yokohama.
*PADUA	5,907	18th Jan.	S'hai, Moji, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**

P. &amp; O. Building, Connaught Rd. C., HONG KONG. Agents.

## NEW YORK, BOSTON &amp; BALTIMORE.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. &amp; CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE.

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## SAILINGS FROM HONG KONG.

S.S. "EUMAEUS"	.....	Via Suez Canal	11th January
S.S. "AUTOLYCHUS"	.....	Via Suez Canal	8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.  
Hong Kong & Canton: JARDINE MATHESON & CO., LTD., Canton.

## LOCAL SHIPPING

## TO-DAY'S ARRIVALS AND DEPARTURES

Haida (1,144) British, from  
Hongkong, Hoihow—Wo Fat Shing—  
2,300 tons coal for Hong Kong.

Yunnan (1,206) British, from  
Canton—B. & S.—800 tons gen-  
eral cargo (through).  
Newton Pine (2,548) British,  
from Cardiff, Calcutta—Bradley &  
Co.—3,795 tons coal, 40 tons coke  
for Hong Kong, 4,055 tons coal  
(through).

Kwai Sang (1,435) British, from  
Tsingtao, Swatow—J. M. & Co.—  
1 passenger, 587 tons general cargo  
for Hong Kong, 1,797 tons  
(through).

Nam Sang (2,591) British,  
from Calcutta, Singapore—J. M. &  
Co.—248 passengers, 2,019 tons  
general cargo for Hong Kong, 2,391  
tons (through).

Telemachus (1,340) British, from  
Saigon—Wo Fat Shing—34 pas-  
sengers, 2,000 tons rice and gen-  
eral cargo for Hong Kong.

Shantung (1,568) British, from  
Tsingtao, Swatow—B. & S.—155  
passengers, 520 tons general cargo  
for Hong Kong, 1,340 tons  
(through).

Halvard (1,217) British, from  
Canton—Wo Fat Shing—42 pas-  
sengers, 120 tons general cargo for  
Hong Kong, 5,360 pieces timber,  
563 packages general cargo  
(through).

Linn (1,356) British, from  
Canton—B. & S.—6 passengers,  
200 tons general cargo for Hong  
Kong.

Seang Beq (3,784) British, from  
Rangoon, Swatow—Tuan Kee &  
Co.—736 passengers, 500 tons  
general cargo (through).

Nevada (3,517) American, from  
Portland, Nagasaki—Columbia  
Pacific S.S. Co.—50 tons general  
cargo for Hong Kong, 3,000 lumber  
and general cargo (through).

Romolo (6,014) Italian, from  
Trieste, Singapore—Dodwell & Co.:  
40 passengers, 346 tons general  
cargo for Hong Kong, 4,317 tons  
(through).

Benwood (2,389) Norwegian,  
from Whampoa—Beig & Co.  
Vulcanus (707) Dutch, from  
Amoy—A.P.C.—140 tons empty  
Kerosene drums.

Ginyo Maru (6,128) Japanese,  
from Valparaiso, Nagasaki—N.Y.  
K.—5 passengers, 93 tons general  
cargo for Hong Kong.

Genzen Maru (1,984) Japanese,  
from Dairen—M. B. K.—1,483  
tons coal, 176 pigs, 475 tons general  
cargo for Hong Kong, 2,025 tons  
coal (through).

Cheung On (150) Chinese, from  
Shanghai—Hong Hing Co.—75 pas-  
sengers, 15 tons general cargo, 30  
pigs for Hong Kong.

Wong Shek Kung (1,044) Chi-  
nese.

Kok Hing (121) Chinese, from  
Macao—Hoo Hing Co.—60 tons  
general cargo for Hong Kong.

Yuan Jeng (906) Chinese, from  
Saigon—Yuan Sing Fat—2,300  
tons rice for Hong Kong.

Sun Kong (322) Chinese, from  
K. C. Wan—Man Yick Co.—250  
tons general cargo for Hong Kong.

Pooty (745) Chinese, from K.  
C. Wan—Po Cheong Co.—400 tons  
general cargo, 90 bullock, 99 pigs  
for Hong Kong.

## Departures.

For Manila—Gemma.

For Samshui—Erie.

For Singapore—Diomed, Fran-  
ken.

For Macao—Kok Hing.

For K. C. Wan—Hanoi.

For Nantok—Tjikrang.

For Kohvichang—Benwood.

For Canton—Shantung.

For Fushiki—Fukuju Maru.

For Shanghai—Philoctetes, Ben-  
rines, Yunnan, Asuka Maru.

For Haiphong—Francis Garnier.

For Swatow—Yuan Lee.

Clearances.

For Singapore—Muroran Maru.

For Hongkong—Dorcy.

For Canton—Lushan Maru.

For Kobe—Tyndarus.

For Saigon—Wong Shek Kung.

For Swatow—Van Heutz.

For Sandakan—Mau Sang.

## Arrivals Departures

British 10 6

Japanese 2 2

Norwegian 1 1

Chinese 6 2

Dutch 1 2

French 0 2

German 0 1

American 1 1

Italian 1 0

22 17

## SURVEYOR'S FEES

Judgment, with costs, was  
awarded Mr. R. Hunter, surveyor  
to Bureau Veritas, Prince's-build-  
ing, by the Puisne Judge (Mr.  
Justice Jacka) in the Summary  
Court yesterday in the case in  
which the Kwong Sang Lung  
shipyard, Mongkok, were sued  
for \$150 (fee for inspection of  
plans and specifications) and  
\$37.40 (equivalent of 400 francs,  
the cost of a cable from Paris).

Earlier this week his Lordship  
reserved judgment to consider  
two points raised by Mr. F. X.  
d'Almada for the defence.

Mr. T. G. Bennett was for  
plaintiff.

## TRAVEL SERVICE.

Steamship and Railroad tickets issued to all  
principal Cities of the world.

Reservations made—Domestic and foreign  
traveller's cheques issued.

BRANCHES THROUGHOUT CHINA  
CONNECTIONS ABROAD.

YOU CAN SAVE YOUR TIME & TROUBLE BY BOOKING  
THROUGH US.

CHINA TRAVEL SERVICE,  
GENERAL TOURIST AGENTS.

6, Queen's Road Central.

Tel. C. 2823-6176.

KAIPING COAL  
FOR ALL PURPOSES.

HOME,

FACTORY

AND

BUNKERS

POWER

HOUSE,

TUGS &amp;

LOCOS

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

Agents:—DODWELL &amp; CO., LTD., Hong Kong.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE BEN LINE STEAMERS,

## LIMITED.

From MIDDLESBRO, LONDON,  
& STRAITS.

THE Steamship  
"BENRINNES"

CONSIGNEES of Cargo are  
hereby informed that all Goods are  
being landed at their risk into the  
hazardous and/or extra hazardous  
Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves  
delivery may be obtained.

No claims will be admitted after  
the Goods have left the Godowns,  
and all Goods remaining undeliver-  
ed after the 18th inst. will be  
subject to rent.

All claims against the steamer  
must be presented to the Under-  
signed on or before the 1st Janu-  
ary, 1929, or they will not be re-  
cognized.

All broken, chafed and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
17th inst. at 10 a.m. by  
Messrs. Goddard & Douglas.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by

GIBB, LIVINGSTON & CO., LTD.,  
Agents.

Hong Kong, 10th Dec., 1928.

## STANDARD TIME.

SUNRISE AND SUNSET IN  
HONG KONG

Sunrise and Sunset in Hong  
Kong for December, 1928,  
(standard time of the 120th Meri-  
dian, East of Greenwich), is as  
follow:—

Dec.	Sunrise	Sunset
	a.m.	p.m.
13	6.54	5.40
14	6.55	5.41
15	6.55	5.41
16	6.55	5.42
17	6.55	5.42
18	6.57	5.42
19	6.57	5.43
20	6.58	5.43
21	6.58	5.44
22	6.59	5.44
23	6.59	5.45
24	7.00	5.45
25	7.00	5.46
26	7.01	5.47
27	7.01	5.47
28	7.02	5.48
29	7.02	5.48
30	7.02	5.49
31	7.03	5.49

Mr. A. A. L. Parson, C.I.E., I.C.S.,  
Financial Commissioner of Rail-  
ways, India, has been elected Pre-  
sident of the Institute of Railway  
Accountants and Auditors for 1928-  
29.

A message from Paris states that  
the Minister of Finance, M. H.  
Chéron, says that the French Go-  
vernment is aware of a big financial  
scandal whereby a Dutch company  
has swindled the State of 100,000,  
000 francs in taxes.

## President Liner

## SAILINGS

## Weekly Trans-Pacific Service

To San Francisco and Los Angeles  
The Sunshine Belt via Honolulu  
Fortnightly sailings on Tuesdays  
To Seattle and Victoria  
The Short Straight Route to America  
Fortnightly sailings on Tuesdays

Pres. Madison, Dec. 18th at Noon	Pres. Pierce, Dec. 25th
Pres. Jackson, Jan. 1st	Pres. Taft, Jan. 8th
Pres. McKinley, Jan. 15th	Pres. Jefferson, Jan. 22nd
Pres. Grant, Jan. 29th	Pres. Lincoln, Feb. 5th

\$120, \$112 Special through rates to Europe via United States. Direct  
connections with all Atlantic lines. Choice of rail lines  
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## To Manila

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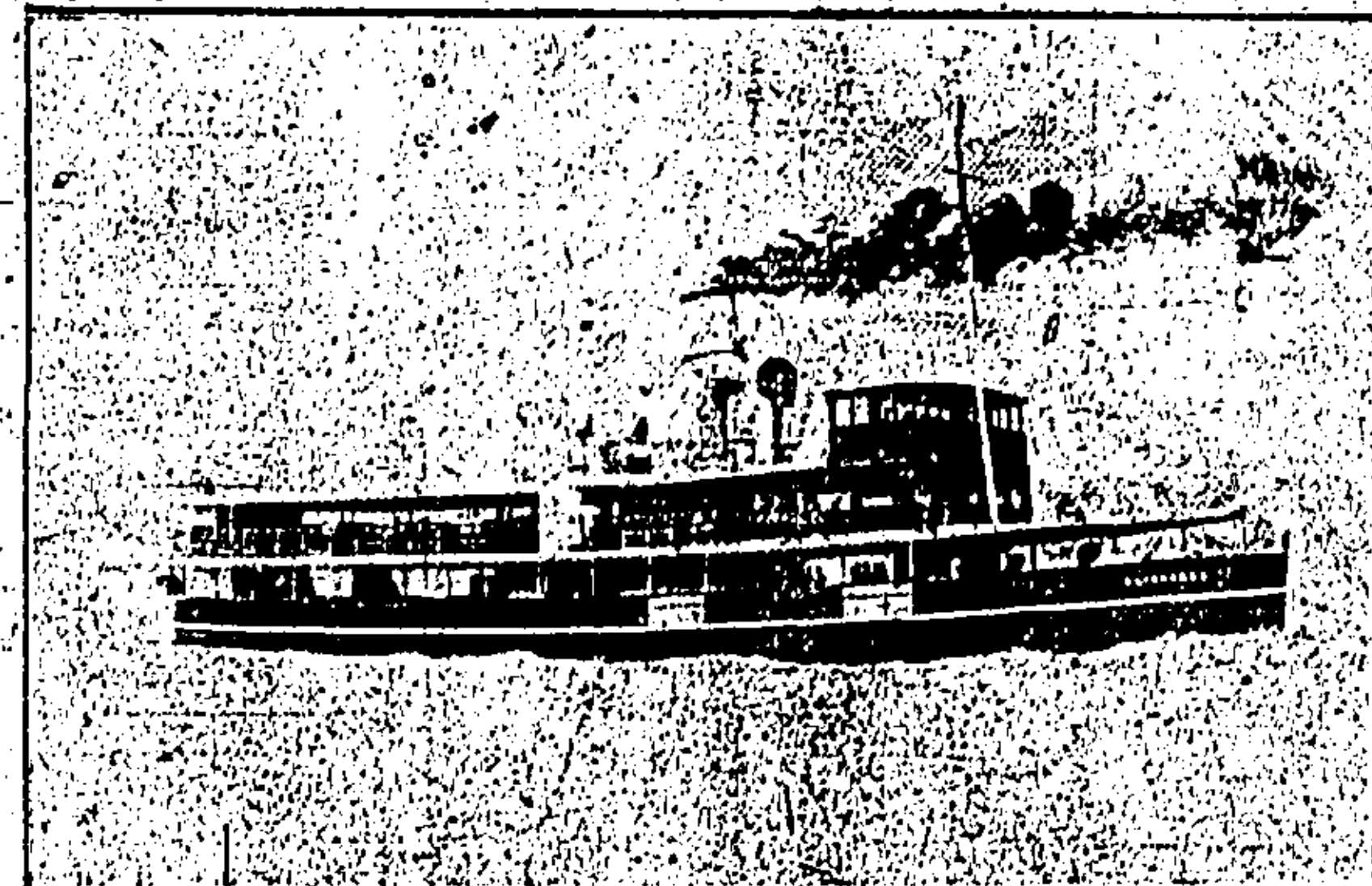
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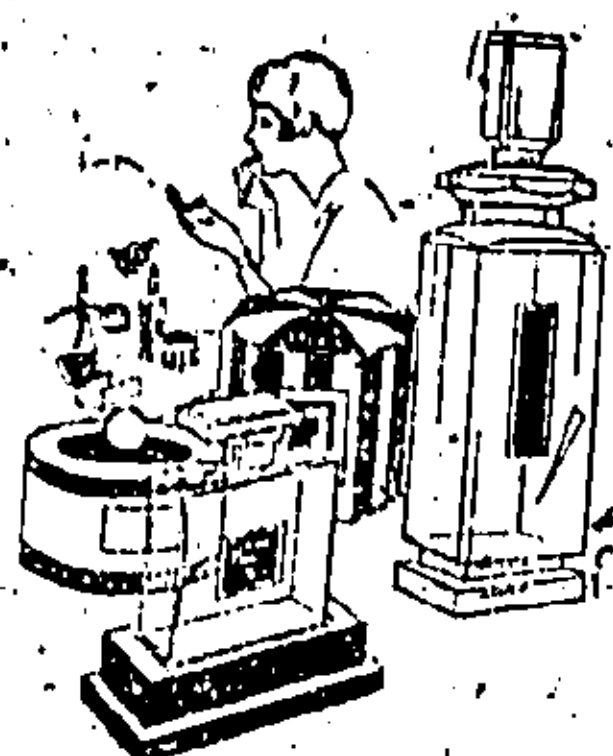


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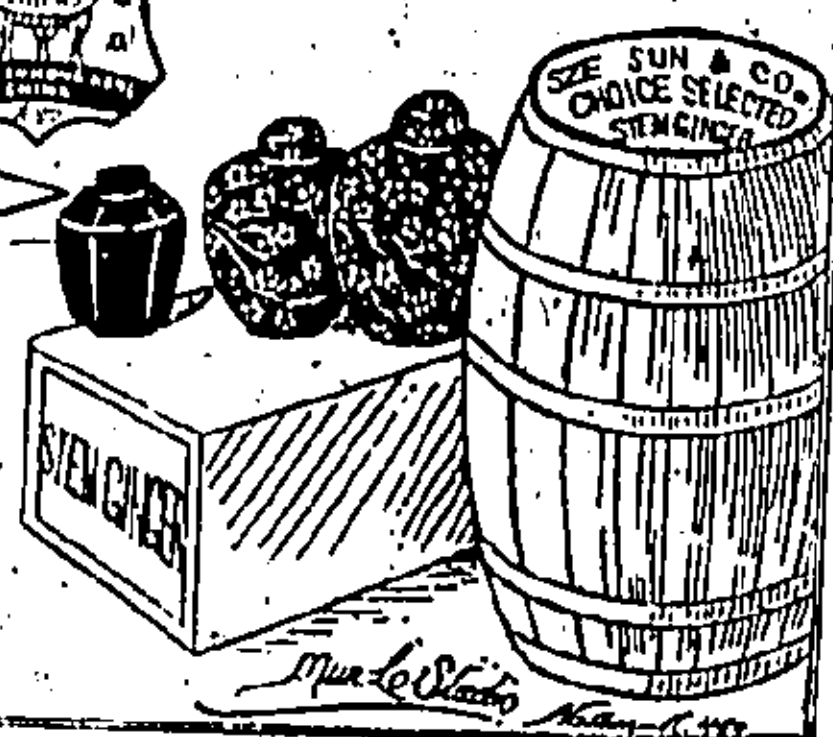
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Overland China Mail.

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Hong Kong, Thursday, Dec. 13, 1928.

### REFORMING THE LORDS

The reform of the House of Lords—a subject which was a hardy annual before the Great War intervened—has again assumed a prominent place in Homeside interest, and has again met with its customary fate; it has been shelved. Lord Clarendon is the latest individual to "carry back the can," to use a colloquial expression full of meaning. Limitation and elective representation to ensure a degree of fairness for each political party comprised, in brief, his proposals. The scheme was opposed by Liberals and Labour alike, though there is no indication in the cables to hand, and printed yesterday, of the attitude of the Conservatives except what is contained in the Lord Chancellor's "summing-up," in the course of which he stated there could be no chance of giving legislative effect to any proposals for the reform of the Lords during the life of the present Parliament.

Lord Clarendon's proposals are worth keeping in mind, for although we have Lord Halsbury's assurance, which must carry much weight, that nothing in the nature of changes in the constitution of the Upper House will be effected—or, we take it, seriously considered—twixt the present and the dissolution of Parliament, these same proposals may, with reason, again occupy the attention of members when the next Government is in being. To fulfil the conditions summarised above the proposer suggests that in each Parliament there should sit and vote one hundred and fifty Peers elected by proportional representation of the

cumulative vote by the whole body of Peers, and one hundred and fifty other persons nominated by the Crown in proportion to the strength of the various parties in the House of Commons. The noble Earl also advocated that the Crown should also have the power to nominate a limited number of life Peers in each Parliament and that those Peers not elected to sit in the Lords should be eligible to "go to the country" for seats in the Lower House.

Lord Buckmaster, we are told, opposed the scheme on behalf of the Liberals, though it is not stated what form his argument took. Lord Parmour, who spoke for the Labour Party, also objected to the proposals, and although it is rather piquant to observe a stalwart of Labour disagreeing with any suggestion having to do with the reform of the House of Lords, his contention that one hundred and fifty Peers elected by the present Upper House would be predominantly Conservative is a sound one. The Lord Chancellor evidently realised this, which is why, perhaps, he pronounced there would be no change while Mr. Baldwin's party is in power. Reform—though this is hardly the correct term—of the House of Lords there must be. The problem, admittedly difficult of solution, is not so urgent, however, that the present Government has felt any necessity to tackle it wholeheartedly. It will be interesting to see what the principal political parties think about it when their election "dope" is given to the world.

The King's Operation That His Majesty has been able successfully to undergo an operation speaks well for his constitution after three weeks' illness. It will be noted that the operation was kept a secret from all with, of course, the exception of Her Majesty the Queen and other members of the Royal Family. The operation necessitated the attendance of two more doctors, thus bringing the total number of medical men who have so far been in attendance to seven. This, of course, is no real indication as to the seriousness of the illness, but there can now be no doubt that the King must have been in a decidedly grave condition. There appear to be signs that the operation has been as opportune as it has been successful, and perhaps it may prove to be a turning point in the splendid struggle which His Majesty has been putting up. His loyal subjects and other sympathisers, the world over, will devoutly hope that such may prove to be the case.

The attainment of a hundred years as the normal span of life was foreshadowed by Dr. S. Henning Belfrage, in a lecture to the New Health Society. "If an enthusiasm for health were really

established," he said, "the span of life would almost certainly be extended to one hundred years as a normal event, and might conceivably be stretched still further. The hale and hearty man or woman of sixty or seventy years would then be the man or woman of ninety or a hundred, while forty or fifty would be the heyday of youth and vigour."—Daily Express (London).

Six art prints of "Characters from Dickens" are in the 1929 wall calendar issued by Messrs. S. Moutrie & Co., Ltd. The "China Mail" acknowledges receipt of a copy.

The Chinese lad who yesterday appeared at the Kowloon Magistracy on the charge of theft of a bicycle from a garage in Nathan-road, was this morning sentenced by Mr. E. W. Hamilton to three months' hard labour.

Sentence of four months' hard labour was passed by Mr. E. W. Hamilton, at the Kowloon Magistracy yesterday afternoon, on an elderly Chinese woman, who was convicted on a charge of harbouring a married girl. The accused was alleged to have brought the girl to Hong Kong from the country, to find work.

A special added attraction will be provided at the 9.20 p.m. performance in the Queen's Theatre from to-day to Saturday. A number of specialty dances including "The Argentine Tango" and "The Dance of Death" will be presented by "Nina and Jack," two popular artists who have recently returned to the East from extensive engagements in Europe.

Considering the brief period it has been established, it is gratifying to see the results achieved by the Hong Kong University Amateur Photographic Club as revealed at the annual exhibition and competition of photographic prints held at the University Union. The exhibition which opened last Monday, contains some 200 photographic prints, most of which are by members.

"Do the vegetables answer by their name?" asked Mr. E. W. Hamilton at the Kowloon Court to-day, when the prosecution said that a witness would be able to prove that the stolen vegetables were his property. The case in question was one in which a Chinese was charged with the theft of vegetables. After evidence had been given by a woman of having seen the theft committed, his Worship said that he could not convict, in that the case revolved on one person's word against another. Defendant was accordingly discharged.

Three Chinese who were charged with the possession of sixty jars containing Chinese wine, on which duty had not been paid, pleaded at the Kowloon Magistracy this morning that they were faking, and that they did not know what quantity of wine they were transporting. They also said that they were ignorant of the fact that duty had not been paid. A second charge, that of importing wine into the colony against the regulations was put, in but dismissed. In sentencing first defendant to three months with the option of a \$300 fine, His Worship cautioned second and third defendants, and registered a conviction against them.

### ELECTRIC MOTOR

TWO WOMEN CHARGED WITH ITS LARCENY

COURT PROCEEDINGS

Two Chinese women were charged at the Kowloon Magistracy yesterday with the larceny of an electric motor, belonging to the China Light and Power Co., Ltd., and, alternatively, with receiving the article which had been installed at No. 149, Nam Chong-street, Shamshuipo.

Mr. Hin-shing Lo, for the defendants, pleaded not guilty to both charges. According to Sgt. Brittain, the motor had been hired from the China Light and Power Co., Ltd., by the Min Sang shop of No. 149, Nam Chong-street. On Nov. 1, the firm went bankrupt and a debt was due to the husband of one of the defendants amounting to \$187.50.

The defendants, it was alleged, took the motor from the shop to their house, and afterwards removed it to Gap Shek Mei, where they buried it.

The case was adjourned till Saturday.

### "HONG KONG SMITH" FATHER CELEBRATES NATAL DAY VETERAN TEACHER

The Adelaide "Mail" of Saturday, October 13, contained the following article relative to the birthday of Mr. J. N. T. Smith, of Woodville. The subject of the notice is the father of Mr. Octavius A. Smith, the general manager of Messrs. Whiteaway, Laidlaw and Co., Ltd.

The "Mail's" article reads:—"Age cannot wither him nor custom stale his infinite variety"—to slightly paraphrase Shakespeare—can with truth be written of Mr. James Nicholson Thompson Smith, of Woodville, who will celebrate his eighty-fourth birthday on Tuesday.

Sailor, soldier, traveller, school teacher by turns it has fallen to the lot of few men resident in South Australia to have such varied experiences as the veteran who is spending the evening of his days with his daughter, Mrs. A. H. Lock, at Rowley terrace, Woodville.

"Am I fit?" Well, hardly that," Mr. Smith told a representative of "The Mail" in the course of a chat. "I cannot get about now, but I don't think there is much wrong with this," and he significantly tapped a broad forehead, surmounted by a shock of snow white hair.

The keen, quizzical blue eyes, and alert mind testified that he was right.

Mr. Smith was born a subject of the famous Queen Pomare, in Tahiti, Society Islands, on October 16, 1844. His parents shortly afterward took him to Sydney, and early in 1846 reached Adelaide.

Educated at the famous school conducted by the late Mr. J. L. Young, he numbered among his schoolmates many who subsequently made a name for themselves in various spheres. There were Messrs. "Pat" Auld, Caleb Pencock, and the members of the Beck, Hack, Giles, Gosse, Finlayson, Fowler, Cheetham, Frew, Solomon, and other prominent early day families.

Career of Adventure Young Smith started out on a career of adventure at 16 years of age, and during the next few years travelled through India, Britain, North and South America, and other countries. Soldiering in England was too tame, so he went to America and participated in the Civil War.

Once he was nearly knifed on a boat when rounding the Horn, by an angry second mate, and on the same voyage the vessel missed crashing on to some rocks by a hair's breadth.

Next young Smith shipped from San Francisco to Sydney, and eventually became one of the first batch of school-teachers under the system inaugurated by the late Sir Henry Parkes in 1867. His wife died, and he brought two motherless bairns back to South Australia. After following several occupations he joined the Education Department under the late Mr. J. A. Hartley, and for 28 years was schoolteaching in various parts of the State, retiring on a pension in 1906.

One of his companions in adventure in Mexico and along the South American coast was an Irishman named John O'Connell. The pair lost sight of each other, but years later met accidentally in Rundle-street, Adelaide. O'Connell subsequently amassed much wealth, and became mayor of Unley, and a justice of the peace.

One son of Mr. J. N. T. Smith, Mr. O. A. Smith, known from Africa to China as "Hong Kong Smith," is general manager in Hong Kong for the large London hardware firm of Whiteaway, Laidlaw and Co. He recently spent several months with his family in Adelaide, and reached Hong Kong yesterday on the return journey.

Systems Condemned "What do I think of the modern system of State education?" The veteran, repeated the question of his interviewer, and then with fine scorn added, "Not much."

"Why should the taxpayers—in other words, the average working man—pay for the education of so many children of comparatively well-to-do parents, as is the case at high schools, and other such institutions nowadays?" he demanded. "In days gone by their parents paid for them, and they should do so to-day. The youngsters are getting swelled heads at the expense of the State. You can emphasise that as strongly as you like."

"The present age is too frivolous," he declared, "and I think the school curriculums are being overloaded with all sorts of unnecessary subjects."

Then the veteran turned delightedly to a discussion on philology, his pet subject, and recalled favourite Dickensian characters, and how the old dominie in "Beside the Bonfire Briar Bush" could tell at a glance

### P'RAPS-P'RAPS NOT!

Little Girl: "My papa has to get up awfully early so as to get to the office to see if his clerks is there attendin' to business."

Little Boy: "My papa don't have to. He's one of the clerks."

Rastus: Here am a telegram from de master in Africa statin' he-am sending us some lions' tails.

Circus Owner's Wife: Lions' tails, Rastus? What are you talking about?

Rastus: Well, read it yo'self. It says plain:—"Jes' captured two lions; sending details by mail."

"Now, look here, Dorothy," said her father sternly, "your mother tells me you've been naughty al day long. The next time you throw mud at your sister's clean dress you'll go to bed without your supper."

"The next time I throw mud at Doris," said the crying child, "I'll wait till after supper."

"Is this a really exciting story?" inquired the old lady, as the librarian handed her the book for which she had asked.

"Well, it depends on what you call exciting," replied the librarian. "It has three murders in it."

"That's right," said the lady. "I like a book with a bit of life in it."

Higgins: "Hallo, Matthews, old chap. I hear you backed Perfect Fool at the races the other day and made a small fortune."

Matthews: "Yes, I didn't do badly."

"How did you spot the winner?"

"Oh, they were the last words my wife said to me as I left the house."

Percy's mother was getting him ready for school. Suddenly she noticed a bruise on his head.

"Percy," she said, "you've been fighting again!"

"Rot!" said Percy. "I wasn't fighting at all. That was an oversight."

"Yes," he replied. "I was sitting on that little ass, Tanner, yesterday, and I forgot to hold his feet."

She was a very busy woman, and found it most disturbing and irritating when one day she was bitten by a dog. But, despite her accident, she carried on bravely with the work in her department. Then a fresh trouble arose—people in the same business kept worrying her with senseless questions.

"Fancy, were you bitten by a mad dog?"

"Yes, I was."

"And you're working here just the same. Writing your will, I suppose?"

"No," snapped the injured woman. "I'm making a list of the people I'll bite if I do go mad."

The Very Rev. Lionel Ford, now Dean of York, and formerly head master of Harrow School, is responsible for an amusing school-boy story.

It concerns a teacher at a certain elementary school who told his class to write an essay on "Mother for their homework."

The following day, on going through them, he found two of the essays—the work of two brothers—exactly alike. He called one of the boys to him.

"John," he said, "how is it you've written the same as your brother?"

"Well, sir," was the reply, "it's the same mother."

Jackson had just bought a new car, and although he had had only one lesson in driving, he ventured out for a trial run.

He was proceeding gingerly, when, on rounding a corner, he encountered two men walking in the opposite direction. There was no time for him to draw up, and one of the men was knocked into the hedge.

Jackson was nearly 50 yards farther along the lane before he managed to stop his car. He reversed and backed up the lane.

Unfortunately, he overshot the mark again, and this time the second man, who was bending over his injured comrade, was hurled to the ground.

Again Jackson went past some distance before he managed to stop, and again started to drive up to the men.

Just as his car was approaching the spot for the third time, he heard one man shout to the other as he dragged him through a gap in the hedge—"For Heaven's sake, come on. Jock. He's after us again!"

"If a boy had any Kreek in him," deplored the lack of such prescience in the modern teacher.









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## TO-DAY'S RADIO

BROADCAST BY  
G.O.W.

ON 300 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 300 metres. The call sign of the station is G.O.W.

11.30 to 12.30 p.m.—British Official Wireless Press. Demonstration Programme. Records. Chinese and European Music.

1.48 p.m.—Weather Report.

5.30 to 6.30 p.m.—Demonstration Programme.

7.48 p.m.—Evening Weather Report.

8 p.m. to 10.30 p.m.—Evening Programme. (Columbia Records).

"Ramona," Ambassadors Band.

"There Must Be a Silver Lining," Ambassadors Band.

"He's Tall, Dark and Handsome," Sophie Tucker. (Comedienne).

"Virginia," Sophie Tucker. (Comedienne).

"Chanson Villageoise No. 2," "Cello Solo by Gaspar Cassado.

"Menuet," "Cello Solo by Gaspar Cassado.

"Blue Eyes," "W. H. Barry. (Comedian).

"Blue Eyes," "Back to the Heather. Sylvia Cecil.

"Werg, You There," Norman Allin. (Bass).

"Britany," Norman Allin. (Bass).

"Brown Eyes I Love," Hubert Elsdell. (Tenor).

"To A Song," Hubert Elsdell. (Tenor).

"Tango," Poulshoff. (Pianoforte Solo).

"Moment Musical," Poulshoff. (Pianoforte Solo).

"A Day's Broadcasting," Descriptive Sketch.

"Lumber Love," Selections, Lyceum Orchestra.

"Blue Danube," Waltz. Royal Philharmonic Orchestra.

"Aida," Selections. New Queen's Hall Light Orchestra.

"La Traviata," Prelude to Act 1. Court Symphony Orchestra.

"La Traviata," Prelude to Act 3. Court Symphony Orchestra.

"Madame Butterfly," Selections. New Queen's Hall Light Orchestra.

"Reminiscences of Tosti," Regimental Band H.M. Grenadier Guards.

"La Tosca," Selections, New Queen's Hall Light Orchestra.

10 p.m.—British Official Wireless Press.

"Pechee," J. Dale Smith. (Baritone).

"Silent Noon," J. Dale Smith. (Baritone).

"Blue Eyes," Blue Eyes. Evelyn Laye.

"Blue Eyes," Do I Do Wrong. Evelyn Laye.

"Erin," Selection of Irish Airs. Combined Orchestra of 4,000.

"Manolo," Waltz. Combined Orchestra of 4,000.

"Blue Eyes," Selections. Piccadilly Theatre Orchestra.

"Jeannine," Paul Whiteman.

"Gypsy," Paul Whiteman.

10.30 p.m.—Close down.



## "MY POOR HEAD!"

Have You Tried The Tonic Method of Treatment With Dr. Williams' Pink Pills?

There are few ailments that cause more genuine misery than nervous, neuralgic, or sick-headaches. Light and noise increase the pain: food is unthought of, for it only adds to the distress. When the attack is on there is little to be done until it passes away. This may mean hours, or it may mean days. Nearly every victim of headache suffers from thin blood, also weak nerves, the latter being the result of the former. The most successful treatment, therefore, for headaches is a remedy that will rebuild the blood so that it can nourish the starved nerves.

This process of strengthening thin blood and weak nerves is being accomplished on all sides by Dr. Williams' Pink Pills for Pale People. These pills contain the elements that make new blood; and as the nerves get their nourishment from the blood Dr. Williams' Pink Pills have been found invaluable in a wide range of diseases of the blood and nerves, such as anaemia, digestive disorder, neuralgia, and neurasthenia or nervous breakdown.

If you are not fit Dr. Williams' Pink Pills will help you to health. Get a supply now from any chemist, or, most free, one bottle for \$1.50, 6 bottles for \$8.00 from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

## STOLEN JEWELLERY

WOMAN SENTENCED TO SIX MONTHS' JAIL

GIRL ADMONISHED

The Chinese woman, who attempted to escape from police custody by jumping into the harbour from a Yaumati ferry launch, while being conveyed across the harbour with other prisoners, were brought before Mr. E. W. Hamilton, at the Kowloon Magistracy yesterday afternoon, charged on remand with receiving a quantity of jewellery stolen by a small Chinese girl, and with harbouring the girl without the consent of her parents or guardians.

The girl, who was living with her grandmother at No. 161, Reclamation-street, first floor, disappeared on December 4, taking several articles of jewellery with her.

The police investigated the affair and discovered the girl living with accused at No. 352, Shanghai-street.

A search of the premises resulted in the missing jewellery being found.

Sentence of six months' hard labour was passed on the woman, while the girl, who admitted stealing the jewellery, was reprimanded.

## SMALL-POX IN SZE YAP

Pakkai, Kongmoon, Tuesday.

Small-pox is prevalent and there are a good many people with sore-throats. Bad drinking water is blamed, most of the wells having reached a very low level because of the drought. Even the ponds and streams have dried up.

Oranges, for which the Sze Yap are famous, are certain to be expensive this year owing to the lack of rain.—Our own correspondent.

## A PROCESSION

COURT PROCEEDINGS AS A SEQUEL

WITHOUT PERMISSION

As the result of a procession held for the honour of the god of the householders, ten Chinese were brought before Mr. R. E. Lindsell yesterday charged with holding a procession without due permission from the Secretariat for Chinese Affairs.

Mr. R. A. D. Forrest, of the S. C. A., prosecuted and Mr. F. M. Loseby who appeared for the defendants, entered a plea of "not guilty."

Mr. Forrest stated that on Nov. 14, one Chan Chi-sang applied to the S.C.A. for permission to hold a procession in connection with the opening of the Lo Pan Temple.

The application was refused and the applicant was advised not to hold the procession at all.

The police later reported that they had seen a procession and the names of ten persons were taken.

Mr. Loseby said that only forty-five people took part in the procession, and he offered, on behalf of his clients, the fullest possible apology and an expression of regret.

Mr. Lindsell imposed a fine of \$50 on Choy Un, the social secretary of the Carpenters' and Contractors' Association, and \$5 each on the others.

On a further plea of Mr. Loseby, Mr. Forrest said that he would, personally, be satisfied with a smaller fine, and the Magistrate accordingly reduced the fine to \$20.

Princess Beatrice recently laid a wreath on the Cenotaph, Whitehall, in memory of 11,462 officers and other ranks of the Royal Warwickshire Regiment who died in the war.

## A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"  
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS  
AND ALL THE NEWS

SEND IT HOME!

Just at a time when most people were hoping for a revival in trade came the news that some Chinese in Western China, having engendered a boycott of things Japanese, had intimidated stevedores into refraining from working a British ship's cargo. For once, immediate steps are being taken to prevent an impasse.

It is essential that British merchants in Hong Kong and China should do their duty to themselves by bringing such facts Home to everybody at Home.

Only this week, there have been further instances of ignorance of the situation out here—as evidenced in the tacit approval of Mr. F. Hussey-Freke's acquiescing in Nationalist China's seizure of the Salt funds.

The "Overland China Mail" contains an indictment of the Foreign Office policy. Send it Home to be read as widely as possible. It is the only illustrated weekly budget of "local" and "China" news published in Hong Kong. As such, it must be the best reading matter for friends in other parts of the world who evince interest in China.

## RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong after holidays at Home and elsewhere. For the first few days, one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself no one else can write for you; but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

## READY NOW.

Mails via Suez closes at 10.30 a.m. on Saturday, and via Siberia at 10.30 a.m. on Tuesday.

SINGLE COPY ..... 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$18 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.)  
No. 3A, WYNDHAM STREET—PHONE C22.

"THE OVERLAND CHINA MAIL"

## "JEROLIN"

Cod-Liver Oil Emulsion "RIEDEL" with an extra high percentage of Calcium hypophosphite as a strengthening and nutritious remedy.

Cod-Liver Oil, the fat oil gained from the liver of the cod-fish, which inhabits the northern Atlantic Ocean in innumerable shoals, and while has been well-known for more than half a century, is highly regarded all the world over as a nutritive supporting the condition of the body, and especially strengthening children.

Besides our "JEROLIN" possesses the very valuable quality of not becoming decomposed for many months, if properly stored.

"JEROLIN" contains a constant uniform percentage of medicinal Cod-Liver Oil and admixtures of approved osteogenic Calcium Salts, Hypophosphites and some aromatic ingredients.

"JEROLIN" is easily assimilated and digested, palatable and appetizing.

Doses: Infants three times a day a tea-spoonful. Adults and children three times a day a table-spoonful.

J. D. RIEDEL, A.G., Berlin.

Sole Agents:—  
**THE CANTON TRADING ASSOCIATION, LTD.**  
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Obtainable in all big stores & dispensaries.

PENINSULA HOTEL.  
ROOF GARDEN BALL ROOM

on Sixth Floor.

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(Sunday excepted)

4.30 p.m. to 6.30 p.m.

ADMISSION FIFTY CENTS

## INCLUDING TEA

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ANTISEPTIC THROAT

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REGISTERED TRADE MARK



# Sport Columns

## SCOTTISH F.A. CUP 1ST ROUND

### RESULT OF DRAW

#### RANGERS (HOLDERS) TO PLAY ON OWN GROUND

#### CELTIC RECEIVE ARTHURIE

Rangers, who won the Scottish F.A. Cup last year, defeating Celtic in the final by four clear goals, have a fairly easy hurdle in the first round this year, being drawn against Edinburgh City. Celtic are at home to Arthurie.

The draw, first round (to be played on Jan. 19), resulted as follows: Queen of South v. Inverness Caledonians.

Civil Services Strölers v. Fraserburgh.

Berwick Rangers v. Ayr.

Nithsdale Wanderers v. St. Mirren.

Celtic v. Arthurie.

East Fife v. Partick.

St. Andrew's University v. Bathgate.

Albion Rovers v. Galston.

Hearts v. Airdrie.

Thornhill v. Murrayfield Amateurs.

Third Lanark v. Clydebank.

Motherwell v. Leith Athletic.

Buckie Thistle v. Queen's Park.

Kilmarnock v. Glasgow University.

Dundee United v. Morton.

Dumbarton v. Inverness Citadel.

Dunfermline v. Cowdenbeath.

St. Bernard's v. Falkirk.

Armadale v. Moorpark.

Rangers v. Newton Stewart.

Rangers v. Edinburgh City.

Alloa v. East Stirlingshire.

Dundee v. King's Park.

Hamilton v. Forfar.

Hibernian v. St. Johnstone.

Dundalk and Birnam v. Clackmannan.

Bredalbane v. Brechin City.

Arbroath v. Inverness Thistle.

Keith v. Keith Rovers.

Huntly v. Stenhousemuir.

Aberdeen v. Solway Star.

Clyde v. Montrose.

#### LOCAL SOCCER

In the First Division of the local League, yesterday, the Royal Artillery defeated the K.O.S. Borderers by one goal to nil.

Mid-Week League results were: Athletic 2 South China 0.

Ewo Chinese 3 Hung Kui S. 1.

Lam Long Wan 1 Police 0.

#### Standings

P. W. D. L. Pts.	
South China	8 5 1 2 11
Athletic	9 7 1 1 15
Lam Long Wan	9 4 2 3 10
P.W.D. Chinese	9 3 3 3 9
Ewo Chinese	9 3 2 4 8
Police	10 3 1 6 7
Hung Kui School	8 1 0 7 2

#### SNOOKER

A. J. Osmund beat F. Jones at the Palace Hotel last night, in the snooker championship, by 298 (59, 46, 63, 71 and 59) to 210 (41, 67, 45, 32 and 25). Osmund had the highest break to date—51.

To-morrow, at 9 p.m., the other semi-final, between F. E. Silva and H. da Luz, will be played.

## CRICKET

### MILITARY TEAM IN FRIENDLY GAME

#### R.A.S.C. WIN

At Sookumpoo yesterday, the R.A.S.C. defeated the R.E. and Signals by 13 runs in a friendly game of cricket. Details:—

#### R. E. and R. C. S.

Spr. Penny, b Simpson	0
Spr. Walters, b Fry	1
Cpl. Butler, c Crowcroft, b Fry	2
Q. M. S. Roberts, b Fry	0
Q. M. S. Leppard, c Williams, b Simpson	1
Sgn. Durand, c Williams, b Simpson	28
S. M. Osborne, b Fry	1
Sgn. Spedding, b Fry	0
S. M. Burrage, b Glenn	16
Sgn. Warwick, b Glenn	16
Sgn. Wood, not out	6
Extras	6
Total	77

#### BOWLING ANALYSIS.

O. M. R. W.	
Pte. Simpson	13 2 43 3
Pte. Fry	8 2 19 5
Q. M. S. Glenn	4 2 9 2

#### R. A. S. C.

Capt. Williams, b Leppard	6
Maj. Langmaid, c Osborne, b Butler	17
Cpl. Crowcroft, 3 and b Durand	9
L.-Cpl. Fennell, b Osborne	7
Q. M. S. Glenn, s and b Osborne	14
L.-Cpl. McIntyre, c and b Osborne	6
Pte. Lyons, c Penny, b Walters	4
Pte. Fry, b Durand	4
Pte. Simpson, b Walters	1
Pte. Hawkins, c Penny, b Walters	2
Pte. Edwards, not out	4
Extras	16
Total	90

#### BOWLING ANALYSIS.

O. M. R. W.	
Q. M. S. Leppard	6 0 20 1
Sgn. Durand	9 1 20 2
Cpl. Butler	5 0 12 1
S. M. Osborne	5 1 15 3
Spr. Walters	2 1 1 3
Q. M. S. Roberts	2 0 6 0

## ARMY TRIAL MATCH

Excellent fielding was witnessed this morning in the trial match to select the Army XI to meet Royal Navy in the annual cricket match in Hong Kong.

Most of the best cricketers in the South China Command are taking part in the all-day match.

## VOLLEY BALL

Final placings in the inter-school volley ball league are:—

#### Division "A."

Played Won Lost	
Ellis Kadoorie	10 10 0
Hon. Chung	10 8 2
Wah Yan	10 6 4
Tutorial Inst.	10 3 7
St. Paul's	10 2 8
King's	10 1 9

#### Division "B."

Played Won Lost	
St. Paul's	13 12 1
King's	13 11 2
Queen's	12 7 5
Wah Yan	12 6 6
Wantsai	12 4 8
Y.M.C.A. School	12 3 9
Tutorial Inst.	12 0 12

#### Division "C."

Played Won Lost	
St. Paul's	6 6 0
King's	6 3 3
Queen's	6 2 4
Ellis Kadoorie	6 1 5

The summonses against Messrs. Jonathan Cape, Ltd., and the Pegasus Press, in connection with Miss Radcliffe Hall's book, "The Well of Loneliness," were to be heard at Bow-street on November 9.

## MONEY & SHARES.

### THE SHARE MARKET

Stock	Hong Kong Stock Exchange
T.T. on London	2 1/2 %
T.T. on Shanghai	78 1/2 %
Banks	
Gongkong Bank	\$1322 1/2 n
do. Lon. Reg.	\$140 n
Chartered Bank	\$22 b
Mercantile A. & B.	\$34 n
do. C.	\$14 n
P. & O. Bank	\$9 1/4 n
Bank of East Asia	\$82 1/4 b
Insurance	
Canton Insurance	\$680 s
Union Insurance	\$357 b
North China Insurance	\$160 s
Yangtze Insurance	\$1860 n
China Underwriters	\$245 s
China Fire Insurance	\$280 b
H.K. Fire Insurance	\$780 s
Shipping	
Douglace	\$39 1/2 n
H.K. Steamboat	\$29 n
H.K. Tugs & Lighters	\$140 s
Indo-China (Prof.)	\$45 b
do. (Det.)	\$72 1/2 n
Shell Transport	\$18 n
Water-boat	\$22 1/2 b
Mining	
Bonguets	\$2 1/4 n
Kailan Mining Ad.	\$73 n
Langkate (Combined)	\$11 b
do. (Single)	\$5 1/4 n
Shanghai Explosives	\$2.55 b 2.50 s
Shanghai Loans	\$3 n
Haubs	\$5 1/2 n
Trenoh Mines	\$17 1/2 n
Docks, Wharves	
Godown & Wharves	\$135 s
H.K. & W. Docks	\$37 n
China Providents	\$4.90 b 5.10 s
Hongkows	\$166 b
New Engineering	\$5 n
Shanghai Docks	\$104 s 103 1/4 sa
Cotton Mills	
Ewo Cottons	\$13.40 b
Oriental Cottons	\$2.40 s
Shai Cottons (Old)	\$75 1/2 b
do. (New)	\$72 b
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$9.30 b
Hongkong Lands	\$64 1/4 b 65 s
Shanghai Lands	\$138 b
Humphreys Estates	\$14 1/2 b 15 s
Hongkong Realities	\$9 1/2 n
H.K. Territorials	
Trinco's Buildings	
Public Utilities	
H.K. Tramways	\$19.30 b
Peak Trams (old)	\$13 s
do. (new)	\$3.30 n
Star Farnes	\$87 1/2 b
China Lights (comb.)	
do. (old)	\$12 1/4 s 12 10 sa
do. (new)	\$12.15 s
do. 1928 issue	\$12.05 s
H.K. Electric (new)	\$5 1/2 n
Macao Electric	\$26 n
H.K. Telephone	\$7.10 n
	[7.30 s C R
	[6.70 n x R
	[3.5 R
Chi. Buses	\$10 1/4 n
Singapore Tractions	12/- n
do. Pref.	18/- b 19/3 s
Industrials	
Cane Sugars	\$90 n
Shanab Sugars	\$22 1/2 n
Canton Ice	\$24 n
Cements (comb.)	\$8.90 b 9 s
do. (old)	\$7.80 s
do. (new)	\$11 s
H.K. Ropes (old)	\$7.60 n
do. (new)	\$7.55 n
United Asbestos	\$5 n
Stores, &c.	
Dairy Farms	\$21 1/2 b 22 s
Watsons	\$14 s
Jer A. Wings	\$8 cts. b
Jane, Crawfords	\$3.05 n
Blackheath	\$20 n
Sinceres	\$9 1/2 n
Wm. Powell	\$3.65 b
Miscellaneous	
H.K. Amusements	\$28 1/2 s
H.K. Constructions	\$14 n
B. Ind. C. Bonds	\$64 1/2 n
H. K. Govt. Loans	5% Prem. s

### TO-DAY'S QUOTATIONS

On London—	
Bank, wire	2/- 1/2
Bank, on demand	2/- 3/16
Bank, 30 days sight	
Bank, 4 months sight	2/- 3/4
Credits, 4 months	
sight	2/1 1/2
Documentary 4 months	
sight	2/1 1/4
On Paris—	
On demand	1247 1/2
Credits, 4 months	
sight	1322 1/2
On Berlin—	
On demand	
On New York—	
On demand	48 1/2
Credits, 60 days sight	50 1/2
On Bombay—	
Wire	133 1/2
On demand	133 1/2
On Calcutta—	
Wire	133 1/2
On demand	133 1/2
On Singapore—	
On demand	86 1/2
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	77 1/2
30 days sight (pre-war paper)	
On Yokohama—	
On demand	106 1/2
Gold Leaf, 160 fls. (per taal)	
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	26 5/16
Bar Silver in Hong Kong	4% prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	3 1/2% dis.
Hong Kong Sub. Coin Par.	

### LONDON EXCHANGES

London, Yesterday.	
Paris	124.15
New York	4.35 3/32
Brussels	34.89
Geneva	25.18
Amsterdam	12.07 1/2
Milan	92.65
Berlin	20.355
Stockholm	18.14
Copenhagen	18.18
Oslo	18.19
Vienna	34.495
Prague	163 1/2
Helsingfors	192 1/2
Madrid	29.925
Lisbon	110 1/2
Athens	375
Bucharest	809 1/2
Rio	5 29/32
Buenos Aires	47 1/2
Bombay	1/6 1/82
Shanghai	2/7
Hong Kong	2/0 1/8
Yokohama	1/10 21/32
Silver Spot	26 5/16
Silver Forward	26 7/16
British Wireless Service.	

### JUST ARRIVED

## GENT'S FELT HATS

"Battersby"

British

Make



"Battersby"

British

Make

Prices Reasonable.

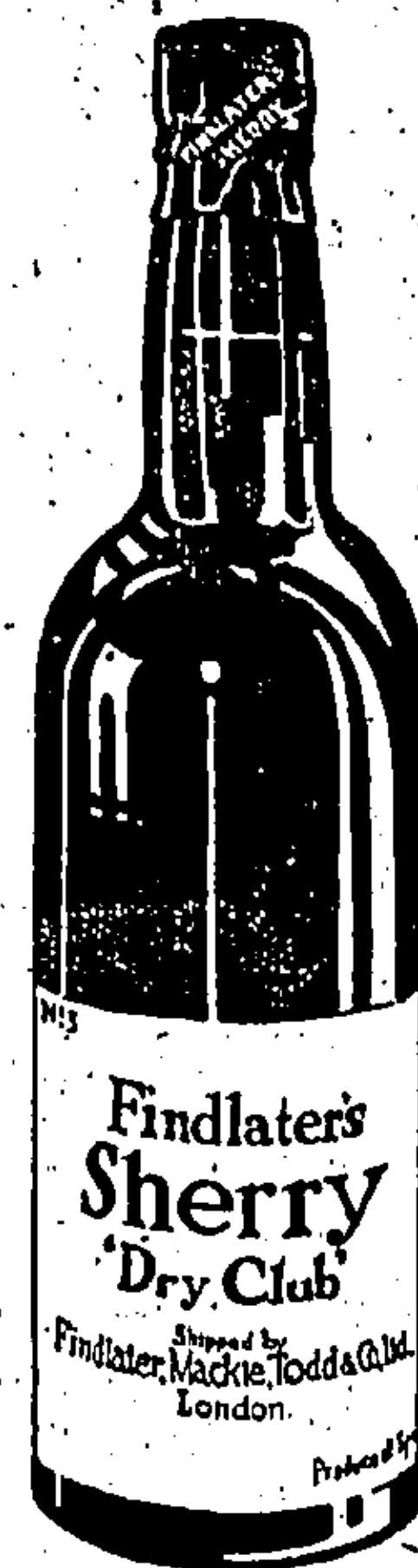
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# FINDLATER'S

## 'DRY CLUB'

# SHERRY

A LIGHT MEDIUM WINE, WHICH HAS ESTABLISHED ITSELF AS FIRM FAVOURITE IN MANY LEADING CLUBS OF THE WORLD.



Stocked by:—

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### SUGGESTION:—

LADIES APPRECIATE THEIR DINNER BETTER AFTER A GLASS OF FINDLATER'S "DRY CLUB" SHERRY, THAN AFTER A COCKTAIL.

Distributors—GILMAN & CO., LTD.

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## "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND, BEFORE GOING TO BED ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

Obtainable at

THE WING ON CO., LTD.

## CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road, Central, 2nd floor. Tel. Central 2530.

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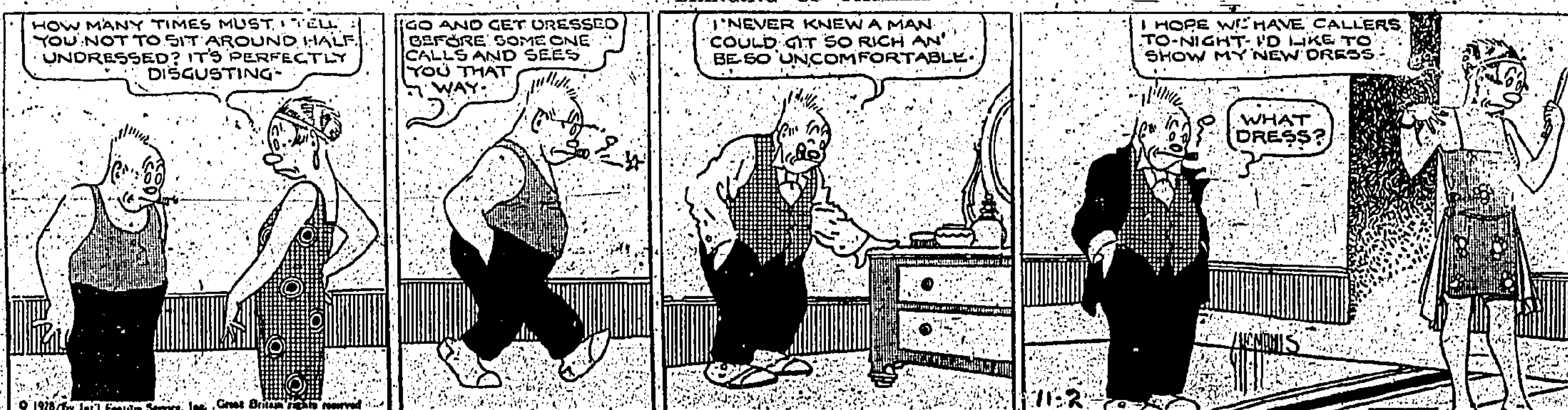
## FOR SALE

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Part I. British Empire ..... \$8.25  
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Scott Stamp & Coin Co., Ltd. \$4.00  
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P.O. Box No. 620, Hong Kong.





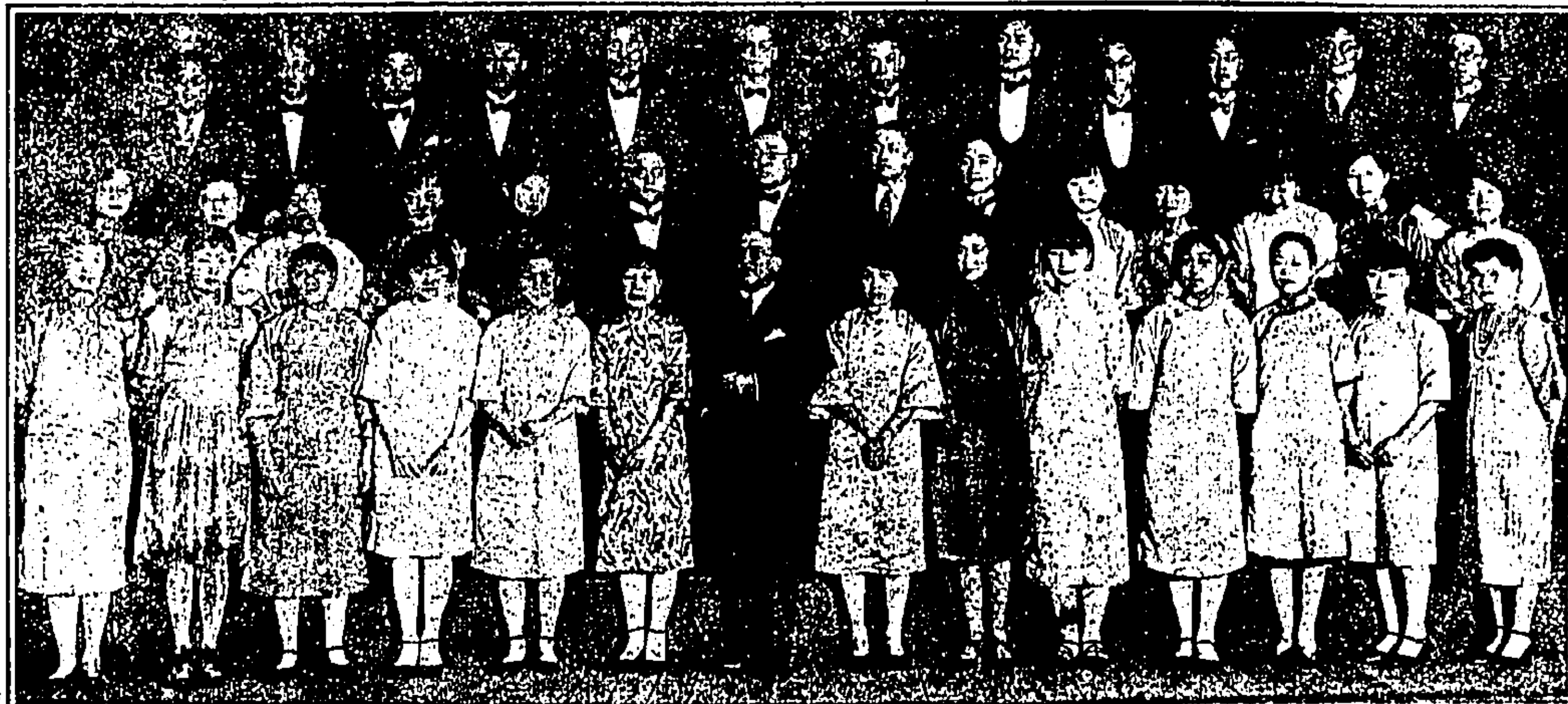
# WORLD NEWS IN PICTURES.

## Chinese Bankers Entertained



A dinner was given by the Chinese-American Relations Committee of the Shanghai American Chamber of Commerce to Chinese bankers at the American Club. At the chairman's table, from left to right, are: Messrs. Li Ming, C. H. French, T. V. Soong (Minister of Finance), S. C. Kingsbury (chairman of the Committee), Chang Kia-ngui, A. Bassett, Tsu Hsueh-Pei (Bank of China, late of Hong Kong). In foreground, left to right: Messrs. V. G. Lyman, Jian H. Chen, Kai Li-shen, Singloh Hsu, H. C. Beach, C. C. Woo, J. Wirt Smith, F. J. Raven, R. E. Lunkley and Carroll Lunt. In background, left to right: Messrs. W. H. Bolton, Percy Chu, Geo. Bronson Rea, Yuen-fong R. Sun, George E. Sokolsky, H. L. Huang, A. E. Schumacher, Roy E. De Lay and Kan Tong-po (Bank of East Asia).—(Ah Fong).

## The Shanghai Songsters



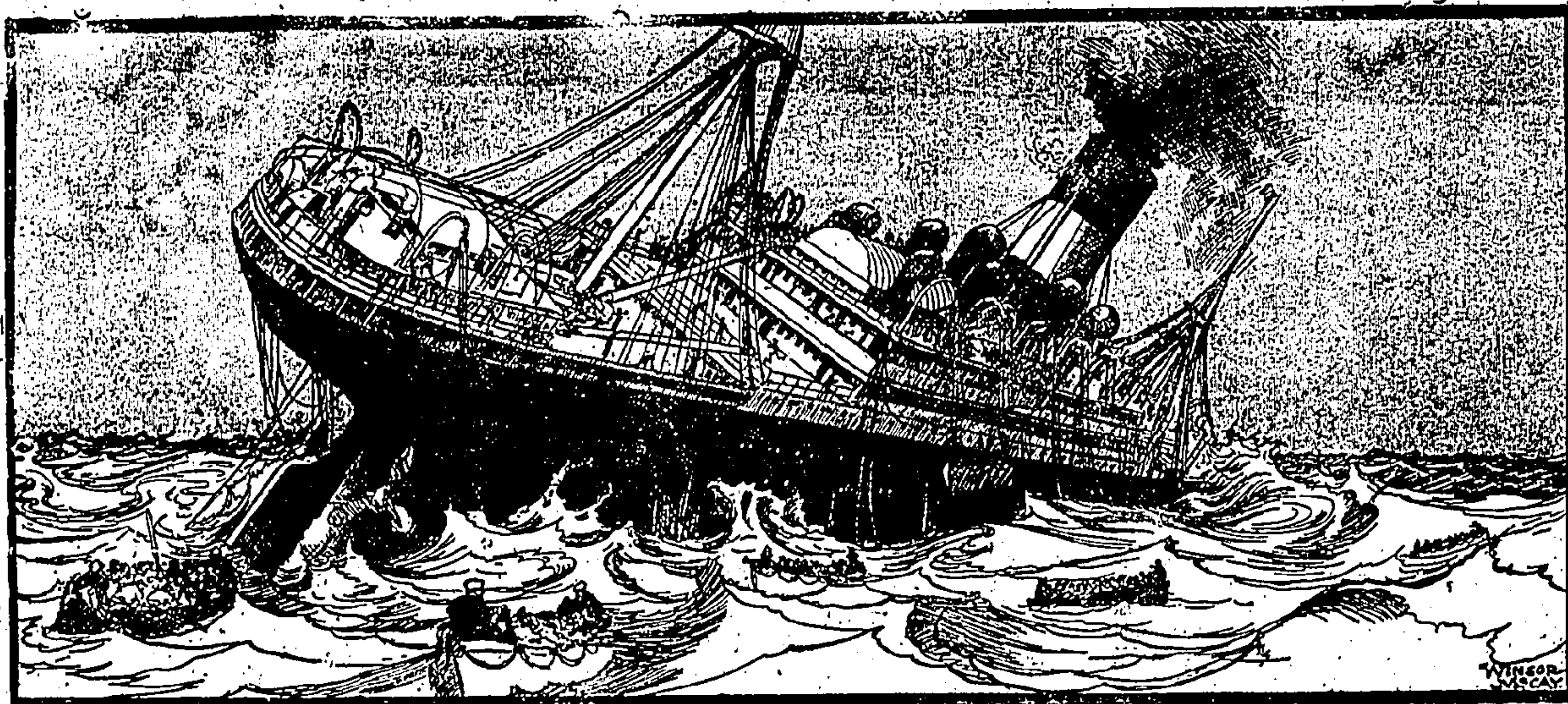
A Chinese body interpreting Western music, who celebrated their tenth anniversary by giving a concert at the Town Hall. Maestro M. Paci (centre), who is the director of this organisation, was the conductor.—(C. H. Wong Studio).

## Noted Irish Tenor



John McCormack, the famous Irish tenor. He was host to Gene Tunney during the latter's visit to Ireland.

## How the "Vestris" Went Down



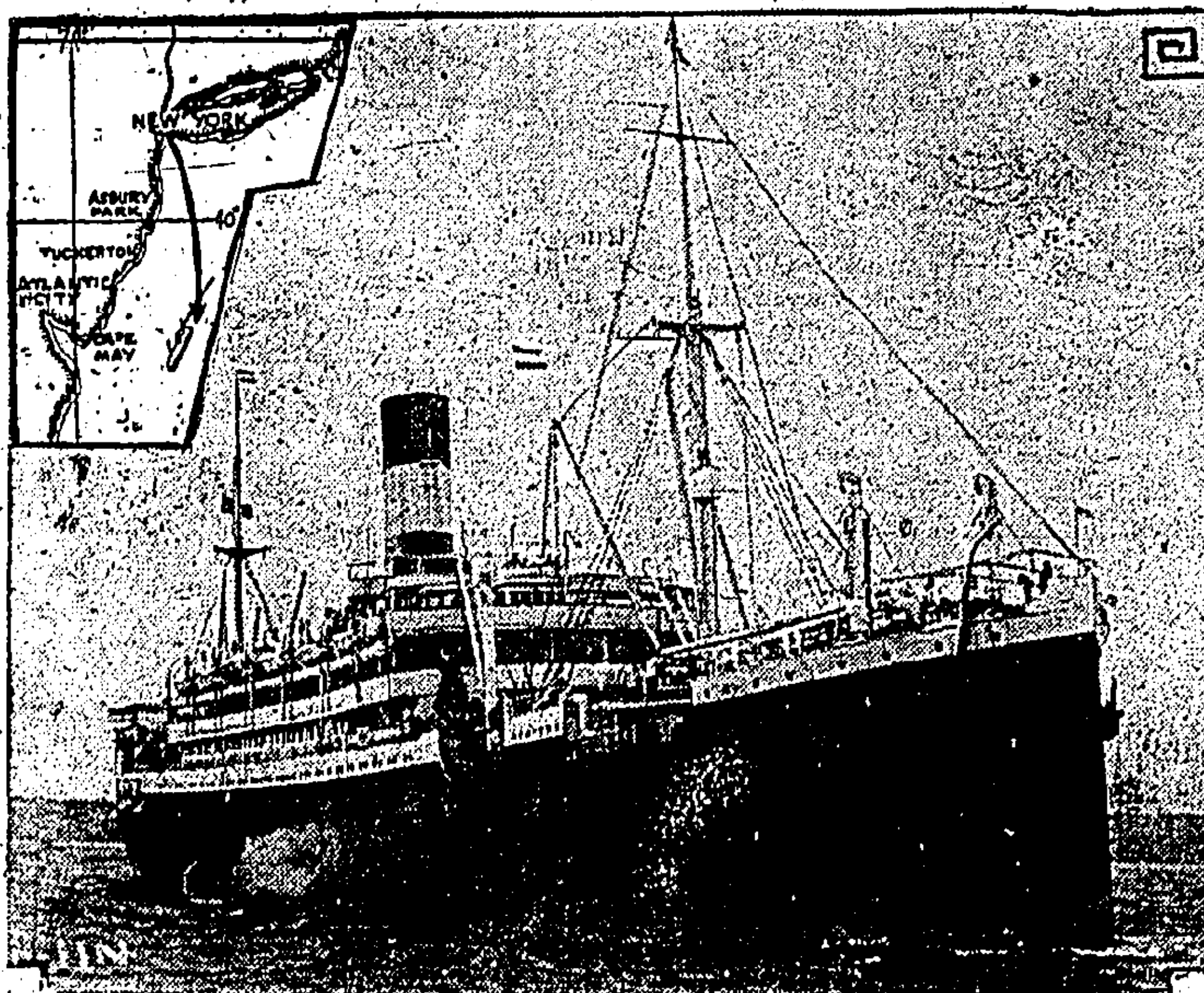
Here is a drawing by Winsor McCay, famous artist, depicting the British liner "Vestris" heeling over preparatory to her final dive to bottom of the sea off Cape May. Notice the lifeboats filled with men, women and children pulling hastily out of the suction area as the vessel rolls to her doom.

## "Save" Big Game in Africa



Mrs. Carl Akeley (above), the widow of a noted scientist, who advocates conservation of Africa's wild life, and, right, an artist transferring an African sunset to canvas. Below, the Monarch of the Jungle, and three giraffes at a watering hole.

## Last Picture of the "Vestris"



Here is how the Lamport and Holt liner "Vestris" appeared as she departed on a fatal trip to South America. The vessel was abandoned by all hands off Cape May after a hurried S. O. S. had been sent out asking nearby craft to rush to the aid of passengers in lifeboats. The map shows approximate spot where the "Vestris" dived to a watery grave.

## INFORMATION WANTED

FOR THE  
1929 ISSUE OF THE

## DOLLAR DIRECTORY

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PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

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# THE MOTORISTS' PAGE

## NEW 1929 MODEL

### B. S. A.

### MOTOR CYCLES

WILL ARRIVE

DECEMBER 16th.

DO NOT FAIL TO SEE THESE NEWLY  
DESIGNED MODELS BEFORE  
CHOOSING YOUR NEXT MOUNT

ABSOLUTELY THE VERY BEST  
VALUE FOR YOUR MONEY.

### THE SINCERE CO., LTD.

AT LAST! JUST ARRIVED

THE FAMOUS

F. N.

FAVOR

GILLET D'ERSTAL

and

MONET &amp; GOYON

MOTOR CYCLES

DO NOT FAIL TO INSPECT THE  
OUTSTANDING VALUES OFFERED  
AT

### THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

## THE GOLDEN AGE

FRENCH ART DESIGN IN  
PARIS

FINISH IN LACQUER

Two outstanding exhibits which evoked many favourable comments by the Parisian Press at the 1928 International Automobile Salon were the Louis XIV Limousine mounted on the Studebaker President Eight chassis, and a "modern art" Erskine Six Royal Sedan. The two cars were specially prepared for exhibit at the Salon.

The spirit of the golden age of France was chosen as the decorative motif for the magnificent limousine. The exterior colour scheme is blue, black and gold, with radiator, wheels, lamps and exterior hardware finished in gold lacquer.

Bearskin Rug

The symbolic double "L" Louis le Grand appears on two medallions of delicate needlepoint lace on the back of the wide lounge seat in the luxurious rear compartment. A bearskin rug covers the parquet floor.

Separating the rear compartment from the chauffeur's seat is a drop glass, below which is a cabinet of hand carved walnut containing three compartments. On the doors of the main compartment is the characteristic double "L," while the doors of the smaller compartments are embellished with a fleur de lis. There are elaborate vanity cases and specially designed dome and corner lamps. The ornate interior hardware, designed to harmonize with the period fittings, is finished in soft rose gold. Silk window shades are mounted on rollers concealed in the cornice.

Modern Art

In the Erskine Royal Sedan, Studebaker is the first to apply the modern art motif in a motor car. The beauty of the body lines is strikingly emphasized by the daring finish of French violet, silver and lustrous black lacquer. Bonnet, cowl and body panels are in a light shade of violet. Visor, roof and rear quarter are finished in silver, as are wire wheels. The most striking feature of the colour scheme is the handling of the body belt and running board apron, which are finished in two shades of violet, and carry an irregular modern art motif.

The interior is in keeping with the extreme modernity of the exterior. The wide lounge seats in both front and rear compartments are covered with brilliant tapestry of futuristic design, which is also used on the heavily upholstered arm rests flanking the rear seat. The rich effect of the patterned tapestry of the seats is carried further in the sheen of a silver tapestry on the ceiling and side walls.

The great interest displayed in the two Studebaker models by crowds attending this year's Salon was reminiscent of the popularity of the famous Erskine Six gold chassis first shown at the Paris Salon in 1927.

53,000 MILES

TWO CARS' HARD DRIVEN  
RECORD

ONE NOW IN MUSEUM

With more than 53,000 hard driven miles on its speedometer, a famous car which made motoring history has at last come to rest in the museum of transportation maintained by The Studebaker Corporation in its administration building at South Bend, Indiana, U.S.A.

The car is one of the two Studebaker Commander roadsters, each of which brought to a climax a series of American stock car racing victories by travelling 25,000 miles at a sustained average speed of 65.31 miles per hour. With this achievement, these cars shattered all previous American speed and endurance records for stock cars and established new distance records which stood until broken less than four months ago by the Studebaker President Eight run of 30,000 miles in 26,926 minutes. More than half of the 53,304 miles on the car placed in the museum were covered at speeds in excess of 65 miles an hour. After its record breaking performance on the speedway it made a tour of the United States in the hands of Ralph Hepburn, the racing pilot, who has been on tour in one of the President Eight roadsters which have proved to be the only cars capable of breaking the Commander's endurance and speed records.

## BRITISH CRITIC

PRAISES AMERICAN  
MANUFACTURERS

GOOD AUTOMOBILES

The ability of American motor car manufacturers to build automobiles which give the utmost in performance and comfort is stressed in an interesting article by Capt. E. De Normanville, a leading British motor critic in a recent issue of the Auto Motor Journal of London.

He pays high tribute to Studebaker's new Director Sedan as an example of the success of an American builder in creating an inexpensive car with high standards of performance, style, and comfort.

"This car has a number of ingenious details in its equipment, and also some exclusive features, but to my mind its pre-eminent charm is the possession of a good sized engine which is capable of giving you remarkable car performance."

"To give you an impression of what it can achieve we will take the case of Brockley Hill, that well known gradient which is so deceptive in the way it reduces car speed when approaching the top. The sensation of floating over it with the speedometer a little beyond the 40 m.p.h. mark at the top was very pleasurable."

The Director

"The quite exceptional acceleration and climbing capabilities of the Director are not obtained by any undue rear axle reduction, but solely by that good sized engine of high efficiency and a car so built as to eliminate all unnecessary weight; in other words, by perfectly correct methods."

"Naturally, there are four-wheel brakes, but they are of special type, embodying amplified action of the brake shoes. The braking system is very good, as it is not only highly efficient in result, but suave and progressive in achieving that result."

The British expert was greatly impressed with the Director's outstanding riding qualities. "I tried her with only myself aboard, and also with a full load, and in both cases the riding was very smooth. Another point which is rather exceptional is that one noticed this good quality whether on good roads, moderately good roads, or inferior roads."

"The car has an exclusive feature in being equipped with ball bearing spring shackles, the primary object of which, as I understand it, is to eliminate squeaks and rattles and the need for occasional adjustment, while also practically eliminating the trouble of lubrication, as once in 20,000 miles would probably be enough for such bearings."

## BESSARABIA

NEW ROADS ARE BEING  
OPENED

Bessarabia, which became part of Roumania after the war, is undergoing rapid changes and in the whole region an ever increasing display of activity is apparent. The problem of transport is receiving its due share of attention; new roads are being opened up and the whole machinery of transport is being steadily improved. With a view to encouraging every initiative in this direction, both public and private bodies are vying strenuously with each other in promoting trials, competitions and other means of propaganda. Notable amongst these is the "First Tourist Trial" organized jointly by the newspaper "Cuvantul Basarabiei" and the Automobile Club of Bessarabia, which took place on the 8th and 9th of September.

The trial, open only to touring cars, was run over a most difficult course to about 280 miles.

Twenty-seven cars representing the following makes started:—Oakland, Buick, Overland, Ford, Erskine, Essex, Ansald, Oldsmobile, Chandler, Rugby, Peerless, Paige and Fiat.

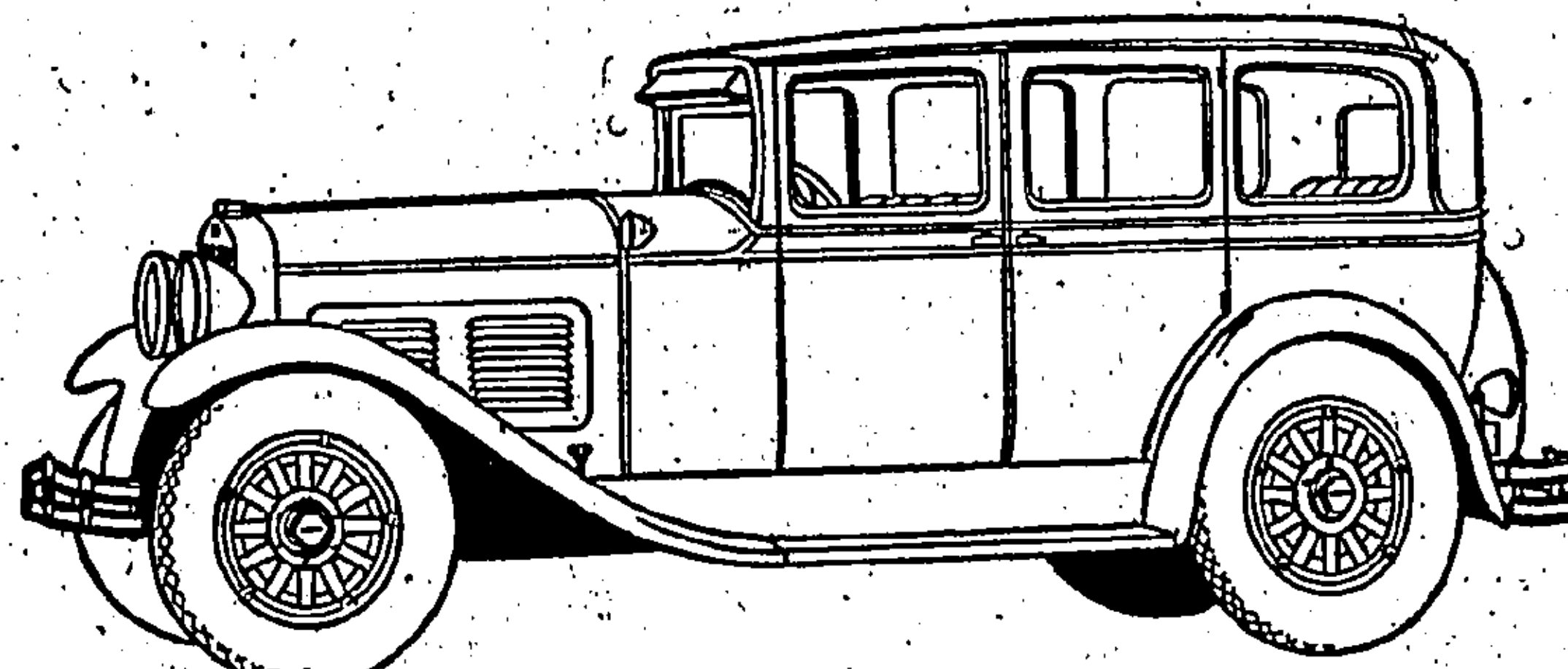
A model 520 Fiat touring driven by Major Urdareanu arrived first without a single penalization mark, winning the first prize of 25,000 Lei. A Buick and an Oakland were classified second and third respectively.

According to the Automobile Club of Southern California, one automobile in every sixteen is involved in an accident annually, resulting in the death or injury of some person.

## THE DAWN OF SOMETHING FINER

AMONG

SIX CYLINDER MOTOR CARS



To-day CHANDLER presents a new line of SIXES—cars that millions have hoped to find and hope to own.

Something infinitely smarter than the subject of yesterday. Something that offers the luxury that millions have often wished they could afford.

Something that brings to the millions an utterly new understanding of what is power, and what is smoothness and easy handling.

Something that has the distinction, the action, the comfort, the inbuilt quality, and the actual feel of an expensive car.

But something priced for the millions, not for a few brilliant new Sixes that boldly challenge any and all comparisons, in any and all directions.

See these new CHANDLERS. Drive one—that's the only way you'll ever really know how much CHANDLER'S new cars exceed and excel your fondest expectations.

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Office—48, Stanley Street. Tel. C. 244.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
HANOI.—Wai On Tsung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.  
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WHIPPLE.—Gilman & Co., 4a, Des Voeux Rd., C.  
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

### MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1007.  
NEW HUSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.  
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C.4759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.225.  
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.  
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
PRESBYTERIAN BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

### BRIGHT PROSPECTS

BUSINESS CONDITIONS  
IN EUROPE

THE AMERICAN CAR

"General business" conditions in Europe appear exceedingly bright," commented Paul G. Hoffman, Vice President of The Studebaker Corporation of America, on his return to South Bend, Ind., from the Continent in October. "There is practically no unemployment on the continent, and the wage of the workman shows a decided improvement over previous years."

Mr. Hoffman, accompanied by Howard S. Welch, Manager of Export Sales for The Studebaker Corporation of America, sailed for Paris, September 28 to attend the International Automobile Salon, which was held October 4-14. Later they were present at the opening of the British automobile show at the Olympia, London.

Referring to the Paris Salon, Mr. Hoffman said, "The Studebaker-Erskine exhibit was the cause of considerable comment among the French. It attracted crowds which were equalled only by the displays of Citroen and Renault cars of French manufacture."

"The Greatest" European sales of Studebaker and Erskine cars will be the greatest this year in history, showing an increase of almost two to one over last year. There is every possibility that 1929 will show a most healthy gain, in view of the fact Europe as a whole may be expected to continue its steady recovery.

"It is interesting to note that the American car is securing a 'goodly share' of the European automobile business. This is principally because American cars are, as a whole, better built and engineered. European manufacturers are limited to a comparatively small market and their volume doesn't allow heavy expenditures for engineering, testing, or the precision methods of manufacture used by many American makes," concluded Mr. Hoffman.

## WESTINGHOUSE BATTERIES.

### BIG SHIPMENT ARRIVED.

Price from  
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Sole Agents:—

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37, Connaught Road Central.

Telephone C. 6.

### BRITAIN'S SHARE

OF NEW ZEALAND MOTOR  
TRADE

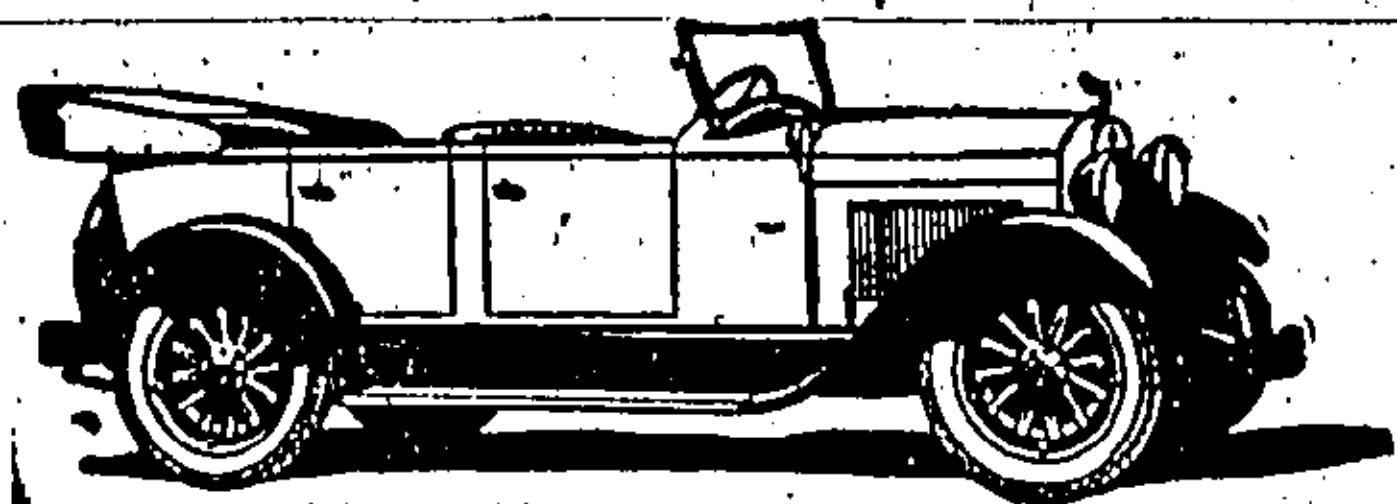
According to advice received from New Zealand, in the first half of 1928 Great Britain's share of the motor trade in that dominion increased from 974 sales, or about 15 1/2 per cent, in the corresponding period of 1927 to 1,236 or 19 1/2 per

cent. The increase is largely due to small cars of the 7 and 8 h.p. class, of which three makes were on the market, a fourth making its appearance in July and August. The value of the British cars sold was about 25 per cent. of the total value of the car sales.

Of 1,234 commercial vehicles registered from January to June 211 were classified as British, or about 18 1/2 per cent, of those classified.



## ESSEX TOURING



**\$2,250**

**1929 Model**

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Tel. C. 575.

### 200,000 PONTIACS

AND ALL IN DAILY  
USE

AMAZING RECORDS

Truly amazing records for long life and dependability have been established by the more than 200,000 Pontiacs now in daily use. In the entire field of low priced cars, no other car offers such lasting value as is found in the New Series Pontiac.

Advanced engineering quality materials, precision manufacture, and rigorous testing at General Motors Ground, are responsible for Pontiac's unmatched reputation for long life.

While the New Series Pontiac embodies many noteworthy advancements, it is still basically the same tried and proved car as the earlier models. Added to the fundamental long-life features found in every Pontiac from the first are such noteworthy improvements as the famous G-M-E cylinder head, the cross-flow radiator with its thermostatic temperature control, AC mechanical fuel pump, efficient four-wheel brakes of positive mechanical type, semi-coincidental look—and last, but not least, new new bodies by Fisher.

Every one of these big features represents an important advancement. Combined they place Pontiac far ahead of anything else in its field. Every one of these advancements is a distinct contribution towards long life, smooth performance, and lasting value.

### HILL CLIMBS

**BRITAIN'S HIGHEST PEAK  
CONQUERED**

When, in 1911, a well-known 20 h.p. car reached the summit of Ben Nevis, says "Irish Motoring" (Belfast) the feat was thought to be very remarkable, inasmuch as it had previously been considered impossible. Later, another model of the same make of car made the ascent in seven and three-quarter hours, descending on the following day. But in one day (October 6 last) an Austin "Seven" accomplished both ascent and descent—taking only 7 hours 23 minutes and 1 hour 55 minutes respectively.

As is well known, Ben Nevis is the highest peak in the British Isles—4,406 feet above sea level—and the performance put up by this smallest of British cars (driven by an amateur and carrying a passenger) is a very complete reply to those who think a 7 h.p. car is not powerful enough for ordinary and extraordinary requirements. In this conquest of Ben Nevis the famous little Austin "Seven" has added yet another wonderful record to its long list of achievements.

### BRITISH VEHICLES

ASSIST IN AFRICAN  
DEVELOPMENTS

REMARKABLE STATISTICS

Some very remarkable statistics were recently published concerning the road motor services of the South African Railway Authorities, which form a striking commentary on the development which is proceeding in this part of the Empire by the employment of motor vehicles.

It was only in 1925 when motor vehicles were first employed as feeders to their railways in up-country districts, and at the end of the first year's operations by March, 1926, the total route mileage was 1,465, and the goods traffic amounted to 9,900 tons. For the year ended March, 1928, only two years later, the route mileage has extended to 7,636 miles, the goods traffic increased to 63,000 tons, and in addition nearly one million passengers had been carried.

Most of the S.A.R. fleet consists of Thornycroft vehicles of both four- and six-wheel types, of which they are now operating a fleet of over 300, which it may be added is the largest fleet of British vehicles operated by any one user throughout the Empire.

It has grown from small beginnings entirely on the satisfactory service given, particularly by the six-wheeled types of Thornycroft vehicles put into service in outlying districts where no roads exist.

Agricultural development has thereby been tremendously assisted, and the annual production of cream alone has increased from 135,000 gallons to 391,000 gallons, and similar advances have been made amongst cattle farmers and maize producers.

The most recent development was the official opening in August last of new services into Swaziland, a native state without any railways and the S.A.R. authorities expressed their conviction that the inauguration of the new road services would provide far cheaper and more efficient transport than the extension of their present railways into that territory as had previously been advocated.

It only remains to add that what is being achieved so successfully in South Africa is also being done, on a smaller scale, in South America, Australia and other overseas colonies, where Thornycroft six-wheeled vehicles have been put into service.

Although 1929 is the year automobile racing engines are scheduled to change their displacement, it has been decided to let the present 91½ cubic remain.

### A.J.S. MODELS

NEW RANGE FOR 1929  
INTERESTING

SADDLE TANKS

Perhaps the most striking feature of the new season's A.J.S. machines is the complete change which they have undergone so far as external appearance is concerned. The most noticeable alteration is the adoption of the new popular saddle type tank, which incidentally was first used by the A.J.S. some years ago, but was discontinued in favour of the then more orthodox fitting between the top and bottom rails. However, in order to fall into line with modern tendencies they have reverted to this type of tank for 1929.

Outstanding Feature

Another outstanding feature for next season is the employment of the dry sump lubrication system which is being adopted on all models. The mechanical pump used in this system is of the duplex or double acting type, one pump forcing oil directly to the main bearings, big end and timing gear, whilst the second pump returns oil to the tank on the seat tube. In addition there is a supply direct to the cylinder, foot controlled by a needle valve, which allows a quantity of oil to be fed direct to this portion of the engine. For ordinary road speeds, in fact anything up to 60 m.p.h., this supply need not be used, but if the rider intends entering speed events or fast hill climbs the needle valve should be unscrewed, and so allow oil to circulate to this part. In the dry sump principle the surplus oil from the engine drain by gravity and by action of the flywheels in the crankcase sump, from whence, as previously mentioned, it is returned by means of the second pump to the main oil tank. In conjunction with the saddle tanks entirely new frames are, of course, being used, these being of the straight tube variety.

Improved front forks are also a feature of the new models, these being of triangulated girder pattern of round section tubing with central compression spring; all links are adjustable; and A.J.S. shock absorbers are fitted to all except the cheapest models, likewise steering dampers incorporated in the head. Adjustable handle-bars, which again, by the way, are not fitted on the cheaper models, allow of alteration both in respect of angle and position. Minor improvements include the fitting of the footstarter segment between the clutch and the gearbox, instead of outside the clutch as previously. This fitting allows a much nearer chaincase design at this juncture, and moreover greatly facilitates easy removal of the clutch plates which can now be drawn off the shaft without dismantling the starter mechanism. The footstarter return spring is now mounted on the spindle at the crank end.

New Speedometer

An innovation is the fitting of a speedometer in the tank, the instrument being driven by flexible cable from the layshaft of the gearbox. This fitting is standard on all models of 1929, except on M5 and M12, namely:—The 3.49 h.p. Standard Sporting Model and the 2.48 h.p. Lightweight Machine.

All O.H.V. models are now fitted with enclosed rocker gear and pushrods, the former being housed in a single aluminium casing, and provision is made for a supply of grease by means of a grease gun nipple. A quick detachable plate held by four set screws allows easy inspection, if necessary, of the rocker box, whilst the whole can be withdrawn by unscrewing the four holding down bolts. Pushrod tubes are telescopic, and are held in position by lock rings top and bottom.

Both the 3.49 h.p. and 4.98 h.p. O.H.V. Models will be available for next season with single or two port exhausts, the latter being at a slight extra cost.

With the exception of the Twin Cylinder Model no change in horsepower of any of the Models has been made. The Twin, however, has been increased from 7.99 h.p. to 9.95 h.p., and either solo or with a sidecar is a most fascinating machine. The engine has tremendous power and acceleration, and its flexibility can only be appreciated from actual experience on the road.

Range of Machines

Apart from the foregoing the machines are on the usual A.J.S. lines, such as all chain transmission, hand controlled clutch, three speed countershaft gear, internal expanding front and rear brakes, quick de-

(Continued at foot of next Column.)

### IN COMPETITION

AMERICA AND BRITISH  
MOTOR CYCLES

EXPORT TRADE

Motor-cycle riders overseas are still—and in increasing numbers, showing their desire for British machines as is shown by the rising exports. For the 12 months ended December, 1928, this figure was 48,121 rising to 53,000 for the year ended December, 1927. During the first six months of this year 39,737 were exported, compared with 32,144 for a similar period in 1927.

It is interesting to observe there is an increase in British exports to Canada and the U.S.A. as follows:—

	1927	1928
Canada .....	30	91
U.S.A. ....	12	31

Here it might be mentioned that keen enthusiasm for British motor cycle design, in the U.S.A. has been created in recent months. Several of the important U.S. motor cycle events in 1928 were won on British machines.

During last spring Major H. R. Watling, Director of the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., spent a few weeks in the U.S.A. studying the manufacturing and marketing conditions. He included in his tour visits to the Indian and Harley Davidson factories where matters of mutual interest to British and American motor cycle manufacturers were discussed, and it was generally agreed that in the overseas markets of the world there was much room for co-operation.

The value of British motor cycles as effecting favourable publicity to the motor cycling movement in the U.S.A. is thoroughly appreciated by motor cycle manufacturers who welcome the introduction of British models which in many respects are so different from those to which the American public has become accustomed.

Enthusiasm amongst motor cyclists and the pride of possession of their respective mounts is one of the ways in which the motor cycling movement has advanced to the considerable extent it has done in Europe and the introduction of British motor cycles with their well known quality and their magnificent performances in racing in recent years will undoubtedly, not only be a direct benefit to British trade, but will indirectly assist the American motor cycling movement and American manufacturers generally.

Major Watling had an opportunity of meeting a number of American motor cyclists who had purchased British machines, and was deeply gratified at the enthusiasm they displayed. Very little criticism of design was made, and this only in a number of small details which can be altered to suit American taste, whilst nothing but the greatest admiration and praise was bestowed on the performances of the machines.

A number of British motor cycles are now in course of firm establishment in this market, including Ariel, B.S.A., A.J.S., Douglas, Velocette, Norton and New Imperial, and arrangements to this end are being made by Messrs. Jones B. Oglaend, Inc., whilst one of the most prominent of American motor cyclists, Mr. Reggie Pink, is handling distribution in New York district.

Already successes have been obtained in the U.S.A. by British machines in competition with American machines, particularly in the Crotona T.T. Races where the following successes were achieved on British machines:—

350 c.c. side valve class (amateur), Dunett 2nd.
350 c.c. o.h.v. class (amateur), A.J.S. 1st, B.S.A., 2nd.
350 c.c. open experts class (amateur and professional), B.S.A. 1st, A.J.S. 2nd.
250 c.c. open expert, Ariel 2nd.

tachable rear wheels, etc. Carburetor silencers are standard on all models; than the twin-cylinder machine. The full list of models are listed for 1929 as follows:—

Model M4—3.49 h.p. De Luxe Twin Cylinder Machine.
Model M2—3.96 h.p. Standard Twin Cylinder Machine.
Model M3—3.49 h.p. De Luxe Side Valve Touring Machine.
Model M4—3.49 h.p. De Luxe Side Valve Sporting Machine.
Model M5—3.49 h.p. Standard Side Valve Sporting Machine.
Model M6—3.49 h.p. Overhead Valve Machine (with single or two port exhaust).
Model M7—3.49 h.p. Overhead Camshaft Machine.
Model M8—4.98 h.p. Overhead Valve Machine (with single or two port exhaust).
Model M9—4.98 h.p. De Luxe Side Valve Touring Machine.
Model M10—4.98 h.p. Overhead Camshaft Machine.
Model M12—2.48 h.p. Lightweight Machine.

## COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

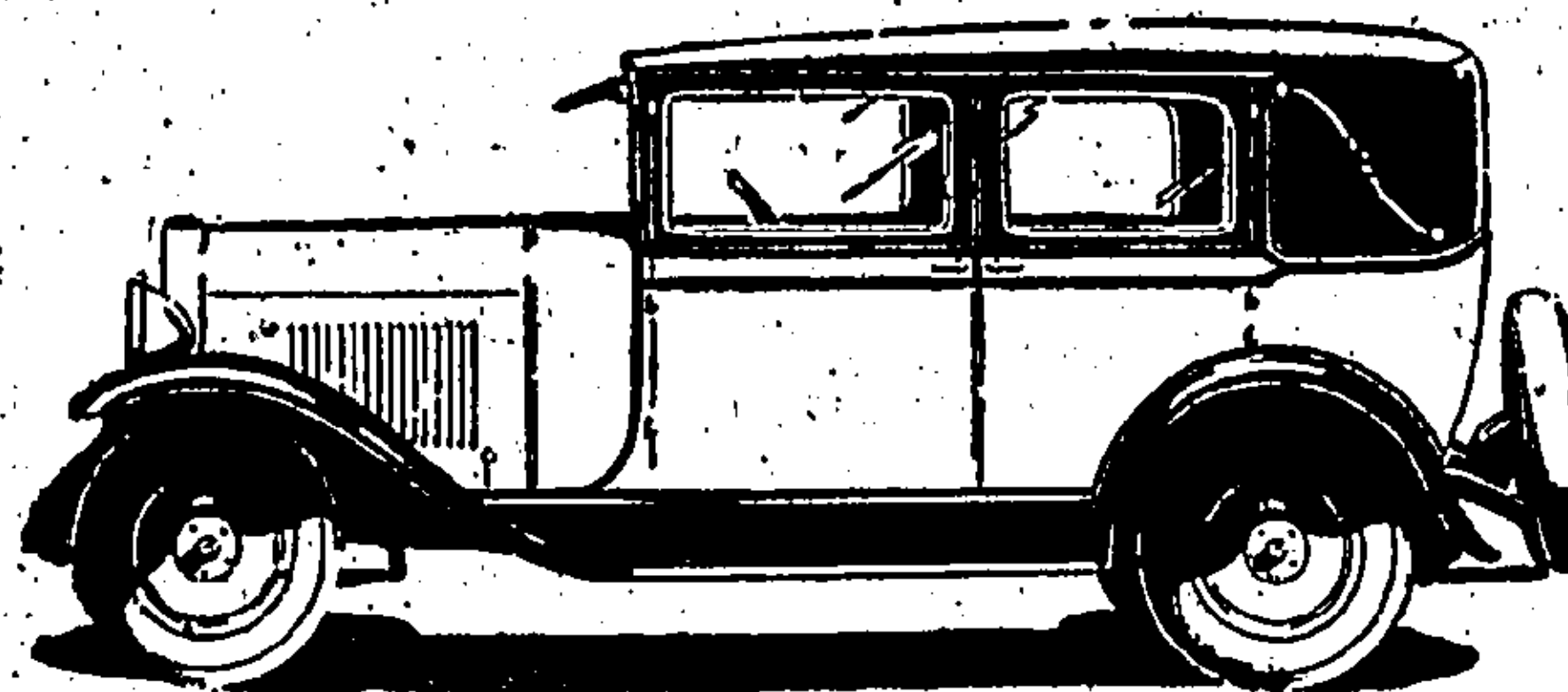
Here you have comfort and riding qualities built right into the car. They will not vary as you flash, care-free, past thousands and thousands of milestones.

Touring .....	MS\$2,500.00
Roadster .....	MS\$2,500.00
Sedan (2-door) .....	MS\$2,600.00
Sedan (4-door) .....	MS\$2,800.00

**THE DRAGON MOTOR CAR CO., LTD.**

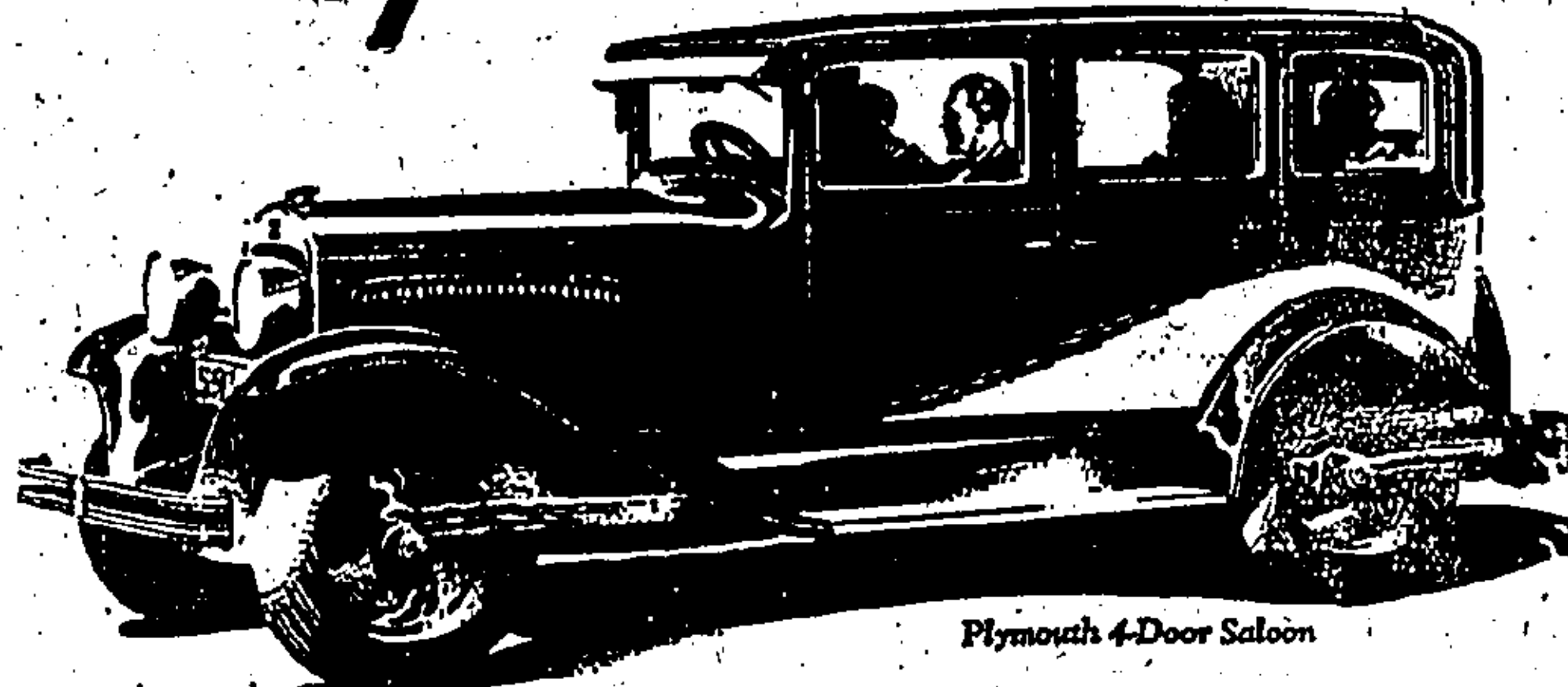
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YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

## CHRYSLER Plymouth



Plymouth 4-Door Sedan

**"Can Enough Be Built to Meet the Demand?"** That's What They All Ask as Soon as They See and Ride in This Remarkable Car



The low priced car market is undergoing a terrific upheaval. On all sides you hear enthusiastic approval of the new triumph of Chrysler engineering—

**The New Plymouth.**  
The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

asked what is only an obvious question after seeing the new Plymouth—"Can enough be built to meet the demand?"

Be sure to see the new Plymouth. Check it over in detail. Don't be content until you ride in it and drive it. Then you too will ask, "Can enough be built to meet the demand?"

**Price \$2,500**

Completely equipped, with leather upholstery.

Sole Agents:—

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SERVICE STATION:  
Percival St., Wanchai.  
Tel. C. 4318.

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"worth having"

COME TO  
**LANE, CRAWFORD'S**



## STUDEBAKER

PLEASURE CARS

## HONG KONG DELIVERED PRICES.

## ERSKINE SIX.

R.A.C. Horse-Power Rating 18.16.  
 Brake Horse-Power 23 at 2,000 Revolutions.  
 Piston Displacement 160.27 Cubic Inch. Wheel-Base 100 Inches.  
 Speed 62 M.P.H.

Model	Nett Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Hong Kong Price
Tourer ..... 5-pass.	2,425 lbs.	G\$ 835	G\$ 75	G\$250	G\$1,160
Cabriolet ..... 2-pass.	2,420 lbs.	875	75	310	1,260
Roadster ..... 4-pass.	2,465 lbs.	965	50	250	1,255
Club Sedan ..... 5-pass.	2,525 lbs.	860	100	310	1,270
Sedan Regular 5-pass.	2,600 lbs.	945	100	310	1,355
Cabriolet Royal 4-pass.	2,500 lbs.	995	70	310	1,375
Sedan Royal ..... 5-pass.	2,700 lbs.	1,045	95	310	1,450

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels.

## DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.  
 Brake Horse-Power 70 at 2,800 Revolutions.  
 Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 Inches.  
 Speed 65 M.P.H.

Model	Nett Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Hong Kong Price
Duplex Tourer 5-pass.	3,115 lbs.	G\$1,195	G\$ 95	G\$320	G\$1,510
Tourer ..... 5-pass.	3,055 lbs.	1,265	95	320	1,680
Club Sedan ..... 5-pass.	3,180 lbs.	1,185	135	330	1,710
Tourer ..... 7-pass.	3,080 lbs.	1,325	95	320	1,740
Coupe ..... 2-pass.	3,115 lbs.	1,255	95	330	1,760
Sedan Regular 5-pass.	3,270 lbs.	1,255	135	330	1,790
Berline ..... 5-pass.	3,320 lbs.	1,335	135	330	1,800
Victoria Royal 5-pass.	3,180 lbs.	1,345	170	330	1,905
Cabriolet Royal 4-pass.	3,155 lbs.	1,395	170	330	1,955
Sedan Royal ..... 5-pass.	3,405 lbs.	1,395	170	330	1,955
Berline Royal 5-pass.	3,455 lbs.	1,455	170	330	2,025

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels and Tourist Trunk.

## COMMANDER SIX.

R.A.C. Horse-Power Rating 30.04.  
 Brake Horse-Power 85 at 2,800 Revolutions.  
 Piston Displacement 353.8 Cubic Inch. Wheel-Base 121 Inches.  
 Speed 72 M.P.H.

Model	Nett Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Hong Kong Price
Sedan ..... 5-pass.	3,655 lbs.	G\$1,495	G\$140	G\$425	G\$2,060
Berline ..... 5-pass.	3,765 lbs.	1,575	140	425	2,140
Victoria Regal 5-pass.	3,590 lbs.	1,625	140	425	2,190
Sedan Regal ..... 5-pass.	3,895 lbs.	1,665	180	425	2,270
Berline Regal 5-pass.	3,855 lbs.	1,745	180	425	2,350

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. REGAL MODEL SEDAN and BERLINE have 6 Wire Wheels and Tourist Trunk.

## PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.  
 Brake Horse-Power 100 at 3,000 Revolutions.  
 Piston Displacement 313 Cubic Inch. Wheel-Base 121 Inches.  
 Speed 80 M.P.H.

Model	Nett Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Hong Kong Price
Roadster ..... 4-pass.	3,550 lbs.	G\$1,850	G\$ 60	G\$350	G\$2,260
Sedan ..... 5-pass.	3,760 lbs.	1,685	150	430	2,265
Berline ..... 5-pass.	3,810 lbs.	1,785	150	430	2,365
Cabriolet State 4-pass.	3,715 lbs.	1,850	190	430	2,470
Victoria State 5-pass.	3,620 lbs.	1,850	190	430	2,470
Sedan State ..... 5-pass.	3,900 lbs.	1,850	190	430	2,470
Berline State 5-pass.	3,950 lbs.	1,950	190	430	2,570

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid and Tourist Trunk.

## PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.  
 Brake Horse-Power 100 at 3,000 Revolutions.  
 Piston Displacement 313 Cubic Inch. Wheel-Base 131 Inches.  
 Speed 80 M.P.H.

Model	Nett Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Hong Kong Price
Tourer ..... 7-pass.	3,905 lbs.	G\$2,285	G\$105	G\$370	G\$2,760
Sedan ..... 7-pass.	4,105 lbs.	2,085	150	490	2,725
Cabriolet State 4-pass.	4,015 lbs.	2,250	130	490	2,870
Sedan State ..... 5-pass.	4,235 lbs.	2,250	130	490	2,870
Tourer State ..... 7-pass.	4,110 lbs.	2,485	80	370	2,935
Sedan State ..... 7-pass.	4,295 lbs.	2,350	130	490	2,970
Berline State ..... 5-pass.	4,285 lbs.	2,350	130	490	2,970
Berline State ..... 7-pass.	4,340 lbs.	2,450	130	490	3,070
Limousine ..... 7-pass.	4,340 lbs.	2,450	130	490	3,070
Berline ..... 7-pass.	4,155 lbs.	2,185	150	490	2,825

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid and Tourist Trunk.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE  
 25 Queen's Road Central Tel. Central 4739.

## CARS LIVE LONGER

Washington.—If your automobile has gone to the scrap heap before it has reached its eighth year, you haven't got the best out of it. The reason is that the average life of the modern motor car is eight and a quarter years, according to

figures compiled by the American Road Builders' Association. Less than 2,000,000 cars or about 12 per cent of all registered in the United States, went to the scrap heap last year. At this rate it would take eight and a quarter years to replace all cars on the roads to-day.

## AFTER OLYMPIA

STRIKING DEVELOPMENTS NOTICED

VALUE AND EFFICIENCY

The curtain has been rung down again on the annual Motor Exhibition at Olympia. Being, as is well known, international in character, Olympia provides the most unique opportunity for interested visitors to compare the products of British car manufacturers with those of the manufacturers in the other important car-producing countries of the world.

Indirectly, also, the London Motor Show provides such manufacturers—foreign as well as British—with a tremendously valuable medium for extensively advertising their enterprise and accomplishments for in addition to the magnetic attraction of Olympia the reports as to what is to be found exhibited are carried throughout the world.

Foreign Cars Compared By its means the public are able to compare car with car, and improvement with improvement. The latest productions of British manufacturers are displayed side by side with those of their foreign competitors. In addition, too, the potential user is able to consider his own particular transport difficulty in the light of the types and models displayed; and is able to formulate an idea as to which particular make is most calculated to give him the satisfaction he desires.

The Exhibition, in addition, has afforded a striking example of the modern trend of automobile construction and a valuable object lesson of the degree of efficiency and perfection reached by designers and constructors. Possibly on no former occasion has so much interest been centred on British made cars, and the result has been that a keener insight has been obtained of the great advance made by Home manufacturers in their efforts to place British motor vehicles in the forefront of the world's motor markets. There has been, particularly of late, growing appreciation of the difficulties which the British industry has had to face in its fight for a share of those markets and the progress made and the ability of British manufacturers to offer an equally attractive range of vehicles as their competitors has been clearly instanced at the recent Motor Show.

Design and Appearance A tour of the Stands left one with the clear conviction that in regard to design, appearance, efficiency and range of models the way car. Mountains, deserts, mud, British car manufacturer is leaving no stone unturned in his determination to meet satisfactorily the efforts of his rivals, and if in no other respect, Olympia has, in 1928, been a remarkable. At an average speed for the entire run of 43 miles an hour, it delivered an average of sixteen miles to the gallon.

As a result, striking developments have been noticeable in the range of British medium-powered cars. The six and eight-cylinder cars exhibited should provide a ready answer to the needs of Overseas buyers in this respect, while on the important question of price the portents are that the time is assuredly not far distant, if indeed it has not already arrived, when the ability of the British manufacturer to offer equal, if not surpassing, value in the matter of general efficiency, and appearance, will be further strengthened by the elimination of any drawback he may in the past have suffered in the ability of his competitors to undersell him.

Light Cars Improved The field of the small utility car of from 7 to 10 h.p. is one of British inception, and the developments which have taken place in this branch clearly uphold the claim made on its behalf as capable of providing efficient means of transportation at a minimum cost of operation.

Many innovations for making motoring still further free from trouble are heard of from time to time, but the correctness of the claims put forward in their support is not always fully established. The Motor Exhibition, however, provides the ready means of safeguarding purchasers from unsound innovations, while indicating how manufacturers are continuously seeking to eliminate any causes of dissatisfaction that may have existed in the past in connection with the vehicles for which they are responsible.

## VICTORY SIX

CROSSES U.S. IN 76 HOURS

BEATS THE TRAINS

It took Hard M. Fenwick, of Philadelphia, just 76 hours and 13 minutes to drive his own Victory Six Sedan from Los Angeles to New York, beating the time of the fastest trains by more than seven hours and cutting by considerable margin the best professional time for the run.

Mr. Fenwick's performance definitely puts the idea of racing across the country in specially equipped cars with the help of police escorts and other facilities in the museum of things vast. For Mr. Fenwick's Victory, with 12,487 miles on its speedometer when it began the run, was declared ready to go as it stood, and took the long road to New York without any advance efforts having been made to smooth the way.

Remarkable Record The record appears more remarkable in view of the fact that coming through Arizona the Victory lost three hours when it was forced from the road in a collision with another car, and that it continued the run without replacement of parts after sustaining damages which would have crippled a less sturdy car.

That the double-box, all-steel construction of the Victory body saved their lives in the Arizona collision, Mr. Fenwick and his companion, G. W. Brink, are agreed. The body was crumpled, but neither of the men was hurt. Other damages sustained included a broken windshield, a bent front axle and steering gear, a demolished wheel, and jammed front brakes. Pulled onto the highway by a passing car, the Victory went on to Kingman, Arizona, under its own power. Here repairs were made with a sledge hammer serving as the principal tool.

Another considerable delay was encountered near Salina, Kansas, where it was necessary to make a ninety-mile detour to avoid flooded roads. At Winslow, Arizona, the Victory ran into a virtual cloud-burst, but the intrepid drivers disconnected the fan belt to prevent water being thrown over the engine and pushed on. After fifteen miles of very wet driving they were again able to open up and make time. Six times the Victory was halted for tyre-changes and repairs.

Throughout the run the Victory performed with the power, speed, and stamina which have established its reputation as a masterly high way car. Mountains, deserts, mud, rain, and city traffic proved all alike to the Victory. In no case could a delay be traced to any short-comings on the part of the car. The other respect, Olympia has, in 1928, was remarkable. At an average speed for the entire run of 43 miles an hour, it delivered an average of sixteen miles to the gallon.

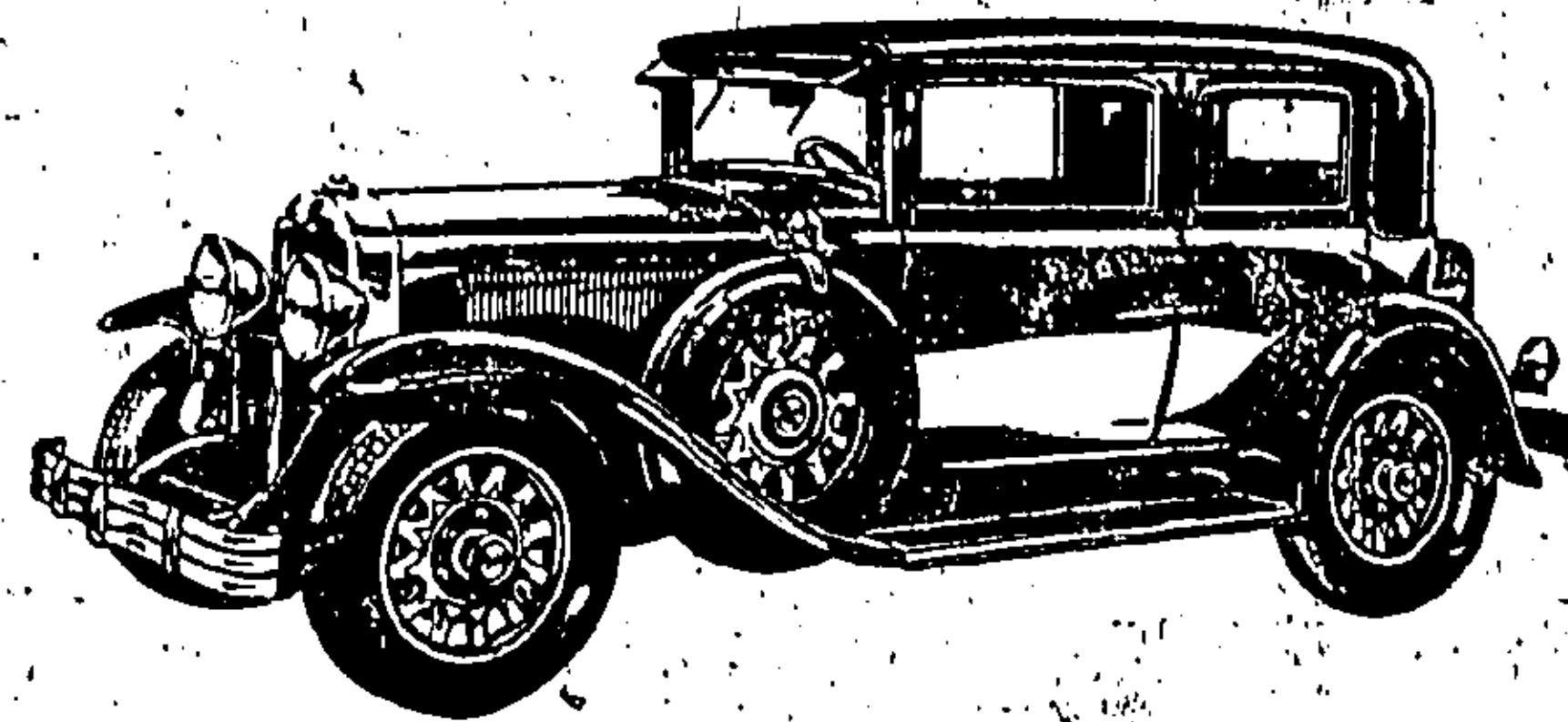
Messrs. Fenwick and Brink were checked out of Los Angeles by Western Union time and the same method of verifying their performance was used when they arrived in New York. Confirmation of their feat at both ends of the run is in affidavit form.

"We put our faith in the car and gave her the gun," declared Mr. Fenwick, speaking of their journey eastward from Kingman, where emergency repairs had been made after the collision. The outcome of trip seems to prove that their faith in the Victory was entirely justified.

by means of a small lever placed on the steering wheel, the actual change being effected at will by means of depressing a small pedal which takes the place of the ordinary clutch pedal.

Enterprise Illustrated Improvements in such matters as the question of springing, ignition, and acceleration were apparent, and it is not too much to say that British manufacturers were able to surprise the public with the value and efficiency of their goods, the Show representing a fitting illustration of British enterprise and achievement. Much has been written of the improvements taking place in British cars, but the practical representation was such as to place for ever at rest any doubts that might still have existed as to the ability of British manufacturers to cater for the requirements not only of their national market, but of the wider market Overseas, and to cater therefore in the most eminently satisfactory manner.

It may be interesting to refer to the fact that at the forthcoming Motor Show in New York British Manufacturers will, for the first time, be represented, and it is safe to assume that the public who visit that Show will undoubtedly be attracted by the quality and sterling worth of the vehicles manufactured by the most serious competitors of their own national manufacturers. The British Motor Industry has again given conclusive proof that it still possesses that initiative and foresight which has in the past and another the introduction by a British firm of a device whereby the gear may be selected in advance.



Because it's new . . . Because it's individual . . . Because it's the most beautiful automobile of the day, this new Buick . . . the car of cars is enjoying the year of years . . .



THE NEW BUICK  
 IS THE NEW STYLE

Drawing the greatest crowds—winning the most enthusiastic praise—rolling up the biggest demand in all fine-car history—the Silver Anniversary Buick with New Masterpiece Bodies by Fisher is scoring the most sensational success ever won by any new quality car!

Millions of spectators thronging Buick showrooms in all parts of the country! Tens of thousands enthusiastically placing their orders for this Buick of Buicks and car of cars!

And all because it is not only a leading engineering achievement of the past twenty-five years—embodying performance abilities unmatched anywhere in the world—but also because it ushers in an entirely new

style—a fascinating new mode—of automotive beauty and luxury!

The motorists of America "looked to the leader for leadership" in automotive design. Buick answered with this epic car, setting entirely new standards of style, beauty, and comfort, as well as of dashing performance. And the public is responding with overwhelming demand—a demand that has forced the great Buick factory to production levels unprecedented in its entire history!

THE SILVER ANNIVERSARY  
**BUICK**  
 WITH MASTERPIECE BODIES BY FISHER

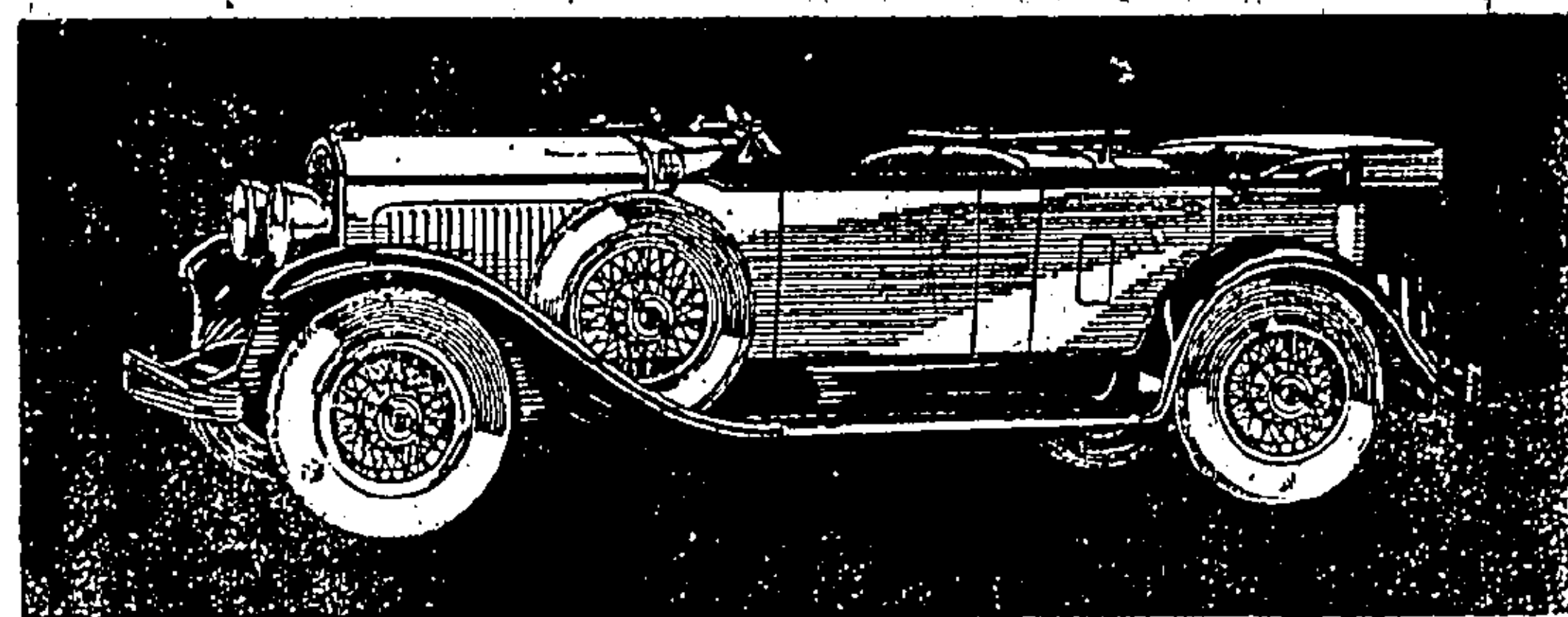
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM.

Not Chrysler  
 but the  
 Chrysler Public



BROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root-reason why Chrysler looms large on the motor car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swiftly moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

Due to arrive per S.S. "President Mackinley."

Price \$4,300

Completely equipped, with rear windshield and 6 wire wheels.

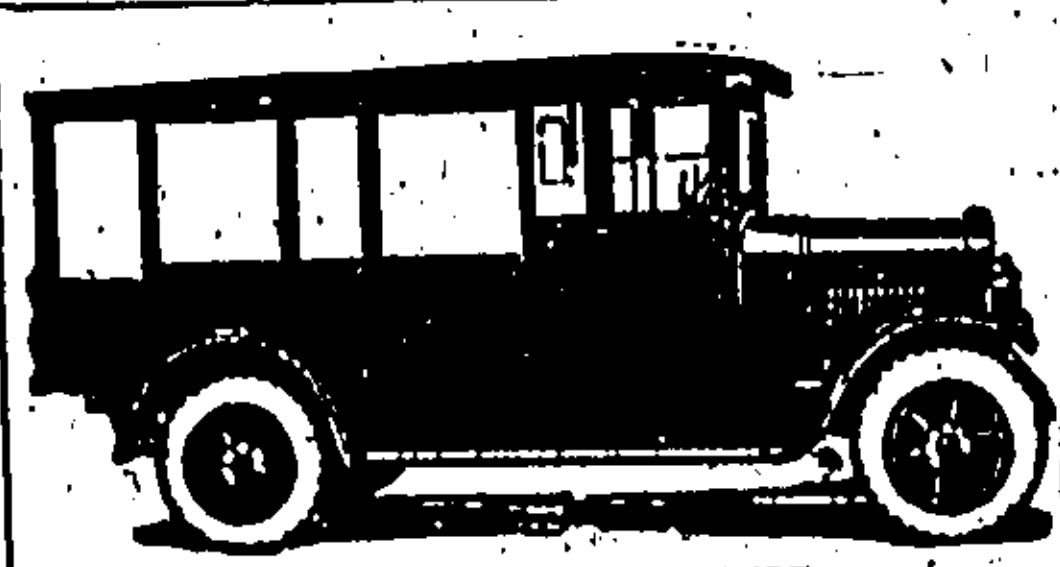
Sole Agents—

**A. LUNG & CO.**

SHOW ROOM:  
 19, Queen's Rd., C.  
 Tel. C.1219.

SERVICE STATION:  
 Percival St., Wanchai.  
 Tel. C. 4316.



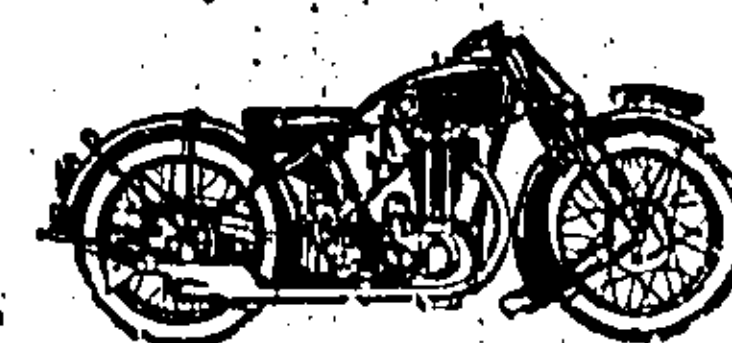


FEDERAL TRUCKS.  
1-7 1/2 Ton Capacity.  
Sole Agents:—  
**KIN CHEONG HONG.**  
37, Connaught Rd. C. Tel. C. 6.

# China Mail

ESTABLISHED  
1845

HONG KONG, THURSDAY, DECEMBER, 13, 1928.



ROYAL ENFIELD  
NEW HUDSON  
MOTOR CYCLES.

Sole Agents:—  
**A. LUNG & CO.**  
19, Queen's Road C.—Telephone C. 1219.

## THE BLUE FUNNEL LINE

REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

### LONDON SERVICE.

"HECTOR" 7th Dec. Marseilles, London, Rotterdam & Glasgow  
"PERSEUS" 8th Jan. Marseilles, London, Rotterdam & Hamburg

### LIVERPOOL SERVICE.

"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow  
"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

### PACIFIC SERVICE.

via KORE & YOKOHAMA.  
"PROTESILAUS" 3rd Jan. Victoria, Vancouver & Seattle

### NEW YORK SERVICE.

"EUMAEUS" 11th Jan. New York, Boston & Baltimore

### INWARD SERVICE.

"AENEAS" Due 16th Dec. For Shanghai, Taichow & Dairen  
"ATREUS" Due 25th Dec. For Shanghai, Kobe & Yokohama

### PASSENGER SERVICE.

"HECTOR" 24th Dec. Singapore, Marseilles & London  
"AENEAS" 22nd Jan. Singapore, Marseilles & London

\*Sails at daylight  
Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to—

**Butterfield & Swire.**

Agents.

## POST OFFICE NOTICE.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

### INWARD MAILS.

From	Per	THURSDAY, DECEMBER 13.
Shanghai and Amoy	Kanchow	14.
Japan and Shanghai	Kamo Maru	14.
Shanghai	Kashmir	15.
Europe via Negapatam (Letters and papers, London, 15th Nov. and parcels, 8th Nov.)	Aeneas	15.
Shanghai and Swatow	Chenan	15.
U.S.A., Honolulu, Japan, Shanghai & Europe	President Monroe	17.
via Siberia (London, 23rd & 24th Nov.)	President Pierce	17.
U.S.A., Honolulu, Japan and Shanghai	President Madison	17.
Manila	Tresillian	17.
Straits		

### OUTWARD MAILS.

For	Per	THURSDAY, DECEMBER 13.
Sam Shui and Wuchow	Tai Ming	4.30 p.m.
Fort Bayard	Sun Kong	5 p.m.
Amoy	Namsang	5 p.m.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 25th Dec. Parcels (Dec. 13) 5 p.m. Registration (Dec. 14) 9.45 a.m. Letters (Dec. 14) 10.30 a.m.		
Formosa via Swatow & Amoy	Changte	DECEMBER 14.
Shanghai	Dell Maru	8.30 a.m.
Haiphong	Carmarthenshire	10 a.m.
Shanghai and Europe via Siberia	Tonkin	1.30 p.m.
Swatow, Amoy and Foochow	Chekiang	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, *Egypt & *Europe via Marseilles—due Marseilles, 18th Jan. 1929. K.P.O. Registration (Dec. 14) 4.30 p.m. Letters (Dec. 15) 9 a.m. G.P.O. Registration (Dec. 15) 9.45 a.m. Letters (Dec. 15) 10.30 a.m.	Hai Ching	1 p.m.
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & Europe via Marseilles—due Marseilles, Jan. 12, 1929. K.P.O. Parcels (Dec. 14) 4.30 p.m. Registration (Dec. 15) 9 a.m. Letters (Dec. 15) 10 a.m. G.P.O. Registration (Dec. 15) 9.45 a.m. Letters (Dec. 15) 10.30 a.m.	Kamo Maru	
Holhow, Pakhoi and Haiphong	Kwanchow	8.30 a.m.
Amoy	Klungchow	8.30 p.m.
Manila	President Monroe	5 p.m.
Shanghai and Dairen	Kanchow	6 p.m.
Bangkok via Swatow	Kiangsu	9 a.m.

\*Correspondence bearing vessel's name only.

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## REPLY TO GERMAN NOTE

### NOW PREPARED

THE BRITISH REPLY TO THE FRENCH GOVERNMENT.

### IN AGREEMENT

London, Yesterday.  
After an exchange of views between the interested Governments, a draft reply to the German note of October 30, on the subject of the setting up of a committee to study reparations, has been prepared.  
The British Government have informed the French Government that they agree with the terms of this reply on the assumption that it is approved by the other Governments which at Geneva decided to set up a committee.—British Wireless Service.

## PRESIDENT-ELECT

THE PLOT AGAINST MR. HOOVER

"TO BOMB HIS TRAIN"

Buenos Aires, Yesterday.  
The authorities have unearthed what is believed to be a plot against the life of Mr. H. Hoover, the President-Elect of the United States. The police, who for the past few days have been rounding up persons believed to be hostile to the United States, raided a house in which were discovered a number of bombs and pistols, a quantity of ammunition and also a map of the railway system. Two men were arrested.  
The police believe that the plotters intended to place bombs on the railway line before the arrival of Mr. Hoover on Thursday.—Reuter's American Service.

## WORKERS V. POLICE

A CLASH IN NORTH BOMBAY

Bombay, Yesterday.  
At least three are dead as the result of a collision between mill strikers and police in North Bombay. The police fired in self-defence after being stoned.—Reuter.  
Further Details.  
Later.  
It is officially stated that 2 were killed and 27 injured, including two constables, seriously. The riot was a sequel to a faction fight between two labour camps in which some of the labour leaders came off badly.  
This has been followed by a lightning strike at a number of mills.  
The police flourished sticks in an effort to disperse the crowd before using their revolvers.—Reuter.

## YEN IN NANKING

Nanking, Yesterday.  
China's capital is besieged in honour of General Yen Hsi-shan, who arrived at 9 a.m. from Tongku.  
Marshal Chiang Kai-shek, General Feng Yu-hsiang and other prominent persons called on Yen Hsi-shan at the latter's headquarters before noon.  
Yen Hsi-shan's headquarters are guarded by soldiers with rifles and machine-guns. It is expected that he will stay here some time.—Reuter.

## SINKIANG REVOLT

Peking, Yesterday.  
According to reports from Sinkiang, many troops there are rising against Chin Shou-jen, the chairman of the Provincial Government. The Military Commissioner, Ill, is leading his troops to Tihua.  
The capital is panic-stricken as altogether three military commissioners and four troops are revolting against Chin Shou-jen.—Reuter.

## SIR ARCHIBALD SALVIDGE

London, Yesterday.  
Sir Archibald Salvidge, an outstanding figure in the public life of Liverpool for nearly forty years and leader of the city council, died last evening. He was a prominent organiser of conservatism in the North of England.—British Wireless Service.

Sir Leslie Wilson, Governor of Bombay, and Lady Wilson left for England on Dec. 8. Sir Frederick Sykes, Governor-designate, and Lady Sykes were expected to arrive on Dec. 7.

## THE QUEEN UNVEILS A WAR MEMORIAL

### VOICE BROADCAST

COMMEMORATING DEEDS OF BRAVE MEN

### TOWER HILL CEREMONY

London, Yesterday.  
Despite her anxiety the Queen this afternoon fulfilled her engagement to unveil the memorial which has been erected on Tower Hill to the men of the mercantile marine and fishing fleets, who lost their lives during the war and whose only grave is the sea.  
On her way to the memorial and at the ceremony itself Her Majesty was the object of popular sympathy shown by deeply impressive silence instead of the ovation which would normally have been given her.  
A short service was conducted by the Archbishop of Canterbury and the Queen performed the actual unveiling, saying: "To the glory of God and in honour of these brave men I unveil this memorial on behalf of those for whom they died."  
The signal "We will not forget" was hoisted at the flagstaff.  
The ceremony was broadcast and the Queen's voice was heard on the wireless for the first time in the history of broadcasting.—British Wireless Service.

## FORGERY CHARGE

(Continued from Page 1.)

there were people trying to utter these notes. This was in the middle of November. Accordingly Chinese detective No. 680 was instructed to get into touch with No. 1 with a view to buying some of the notes, which he represented he intended to get rid of up the coast.  
In the discussion which No. 1 had with the detective, he represented that he could procure the "very modest sum of \$250,000 in forged notes."  
Mr. Lindsell remarked that, in other words, the man was going to replace the Treasury losses.  
Mr. Fitzroy agreed, but said that there was some doubt as to whether his intentions were entirely patriotic, because he asked for the "small sum" for \$25 for each forged \$50.

### Bargain Money

Conversation was first opened with No. 1 on November 14 when he asked for some bargain money. On the 15th, the detective paid No. 1 \$30 as bargain money for the purchase of \$30,000 worth of forged notes. No. 7 watched the handing over of the money in the street and then came up, whereupon No. 1 passed the \$30 over to him.

The detective was then taken to the third floor of No. 114 Des Vaux-road Central and introduced to Chan Wing. The detective tried to induce Chan Wing to carry on negotiations in a certain shop, but Chan Wing objected. During the discussion with Chan Wing, Nos. 2, 10, 11 and 12 were present, as also was No. 6 who claimed to be Chan Wing's wife.

Knew They Were Watched.  
Eventually the detective arranged to buy \$40,000 worth of forged notes, and on the 16th, accompanied by another Chinese detective he again visited Chan Wing and produced \$2,000.

Before the deal could be put through Chan Wing got information that the place was being watched by the police and the meeting was promptly broken up.  
Chan Wing was then shadowed to No. 19, Queen's-road East and the police decided to raid that place when the printing press and other things were found.

Besides the note found on No. 8 and the one produced by No. 1 in the negotiations with the detective, no other forged note came to light until forty were found under the pile of wood at Jardine's-bazaar.  
Then the police went to No. 114 Des Vaux-road Central on the 17th where Nos. 8 and the discharged No. 9 were arrested. No. 8 discarded a forged \$50 note when the police arrived.

Later a room in Lammert-lane where Chan Wing lived was visited. The police arrived just after Chan Wing had flown, but No. 6 (his wife) was arrested. Nos. 6 and 7 then had a conversation and they decided to lead the police to Jardine's

## A BIG AERONAUTIC CONFERENCE

### AT WASHINGTON

BEING ATTENDED BY 500 DELEGATES

### OPENED BY PRESIDENT

Washington, Yesterday.  
President Coolidge, in opening the International Civil Aeronautic Conference, which was attended by 500 delegates, including 100 from foreign countries, said that two years ago the entire value of the aeronautic industry of the United States was only a million sterling, but that it is now \$35,000,000.—Reuter's American Service.

## THE "CELTIC"

STILL "HIGH AND DRY" ON THE ROCKS

### CARGO BEING DISCHARGED

London, Yesterday.  
The cargo of the liner "Celtic" is being discharged. The vessel is in a bad position, but the weather hitherto has been good.—Reuter.

## LAD CHARGED

ALLEGED STATEMENT IN OPIUM CASE

A date was fixed for hearing at the Kowloon Court to-day in a case in which a Chinese and a little Chinese boy are both charged with unlawful possession of seventy-two taels of raw opium. Revenue Officer Tallon, who is prosecuting, said that the lad was stopped yesterday, at the Kowloon ferry wharf by a Chinese detective, and the boy had at once pointed to first defendant, who was standing nearby, and said "That is the man who gave me the opium." Both were arrested.  
Mr. E. J. L. Grist, appearing for the first defendant asked for a date to be fixed. Monday morning was selected.  
Bail was allowed at \$1,500.

## TSETSE FLY

A NEW RESEARCH STATION IN TRANSVAAL

London, Yesterday.  
An announcement is made to the Empire Marketing Board as to a Union Government Veterinary Research Station at Onderstepoort, Transvaal, to serve as a link in the chain of Imperial Research Stations. The Board has approved of a substantial grant for the purpose, and says that it is expected that the new station will lead directly to intensified investigation of such problems as the tsetse fly control.—Reuter.

## SENATOR KLOTZ

RESIGNS HIS SENATORSHIP TO RELIEVE AUTHORITIES

Paris, Yesterday.  
Klotz has resigned his senatorship, relieving the authorities of the necessity for raising the question as to his Parliamentary immunity in view of his prosecution. The question as to his mental responsibility has still to be decided. He entered a sanatorium on the advice of two mental specialists. Klotz, apart from his political activities, was a passionate gambler.—Reuter.

## DIDN'T LOOK IT

Remarking that the lad in front of him did not look like a criminal, Mr. E. W. Hamilton, the Kowloon Magistrate, ordered that a Chinese who was charged with the theft of two brass water taps from President Apartments, receive twelve strokes of the cane.  
Detective Inspector A. Fallon said that defendant was arrested yesterday on the premises of President Apartments, which is a block of buildings taken over by the Military authorities. They were all empty, and defendant had in his possession a key that opened most of the flats.

bazaar where the 40 forged notes were found. They talked a great deal and gave away No. 13 who was arrested. In a house in Shanghai-street, Yau-mot, Evidence was then called. The case is proceeding.

# POLANEGRI

in a lavish screen version of Hall Caine's famous novel "The Woman of Knockaloe."



# in BARBED WIRE

9.15—SPECIAL ADDITIONAL ATTRACTION—9.15.  
NINA ET JACQUES  
CLASSICAL DANCES.

AT THE **QUEEN'S** TO-DAY TO SATURDAY  
AT 2.30, 5.10, 7.15 & 9.20.

## A ROLICKING, NEW FARCE-COMEDY!



Packed with laughs and thrills, the story tells of how a Cincinnati brewer nearly married a Princess and how his dreams of a royal future came to an abrupt end with the appearance of a firing squad bent on business!

With  
**GEORGE SYDNEY ALLAN FOREST.**

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